



DESIGN PUBLIC HEARING

TUESDAY, FEBRUARY 26, 2013

AT

TOWN HALL AUDITORIUM
730 MASS. AVE.
ARLINGTON, MASSACHUSETTS

FOR THE PROPOSED

Reconstruction of Massachusetts Avenue
From Pond Lane to Cambridge City Line
Project No. 604687
Project Management

IN THE TOWN OF ARLINGTON, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.
CHIEF ENGINEER

PRESENTERS

Marie Rose, Moderator, Project Management Section,
MassDOT, Highway Division
Michael Trepanier, Senior Planner, MassDOT
David Huse, District 4 Office, MassDOT
Robin Giando, Right-of-Way Bureau, MassDOT
John Michalak, Design Consultant, FS&T
Alan Cloutier, Design Consultant, FS&T
Ben Cheung, Arlington Typing & Mailing

SPEAKER INDEX

<u>Name</u>	<u>Page</u>
Marie Rose	6, 10, 27, 33, 38, 40-42, 44, 47, 49-51, 55, 60, 63, 65, 70, 72, 75, 76, 78, 79, 82, 86, 88, 90, 92, 93, 105, 107, 110, 112, 113, 116, 121, 136, 138, 139, 145, 148, 150, 155, 157, 159, 162
Robin Giando	8, 9
John Michalak	10, 11, 29, 30
Alan Cloutier	19, 21-23, 27, 28, 89
Senator Ken Donnelly	33, 34, 37
Kevin Greeley	38
Janice Dallas	41
Christopher Tonkin	41
Clarissa Rowe	42
Gordon Jamieson	47
Eric Berger	49-51, 53, 54
Michael Trepanier	54, 82, 139, 142, 147-149, 155
Molly Flueckiger	55
Alan Jones	56
Mark Kaepplein	57, 58, 60

SPEAKER INDEX (CONTINUED)

<u>Name</u>	<u>Page</u>
Susan Stamps	60, 62
Bob Radochia	63
Barbara Boltz	65
Robin Dratch	66
Hugh McCrory	67
Sean Harrington	68
Adam Auster	70
Jean Clark	72-74
Peggy Fenner	75, 76
Bill Morris	76
Maria Romano	78, 79, 82
Jennifer Griffith	82
Chad Gibson	84
Parke Wilde	86
Phil Lohnes	88, 89
Glenn Koenig	90
Rachel Stark	92
Edward Starr	93, 94
Matt Carty	95
Cynthia Mesh	97
Melissa MacDonald	99
Jeff Maxtutis	100
Scott (Crout)	103

SPEAKER INDEX (CONTINUED)

<u>Name</u>	<u>Page</u>
John Aslanian	105
Elisabeth Carr-Jones	107
Deanne Dupont	109
David Watson	110
Drew Hite	111
Marci Shapiro	112
Alex Bilsky	113
Jennifer Hite	116
Larry Slotnick	116
Ron Holland	118
Richard Freeman	119,121
Dan White	121
Jamie Howard	123
Stephen Harrington	125,126
Joe Barr	127
Steve Mahler	128
Julia Malik	129
Jaime Vanschyndel	131
Sam Milton	133
Aileen Gildea-Pyne	134,135
Jonathan Weiss	136
Chris Hass	137,138,139

SPEAKER INDEX (CONTINUED)

<u>Name</u>	<u>Page</u>
Donna Janis	139
Martin Long	142
Shunsuke Yamaguchi	143
Paul Kent	144
Lyman Judd	145,148
Nawwaf Kaba	148-150
Betty Stone	150
Mustafa Varoglu	151
John Dunn	153
Andrew Bengtson	155
Ed Trembly	157
Allen Tauber	159,160

Exhibits

<u>Description</u>	<u>Page</u>
Notice of Public Hearing/Brochure	164-174
Sign-In Sheet	175-198
Public Comments	199-1116

P R O C E E D I N G S

1 MARIE ROSE, MODERATOR: I think we will get
2 started. If people want to sit down, there are some
3 seats in the balcony. Good evening, everybody. My
4 name is Marie Rose. I am with the Project Management
5 Office of MassDOT Highway Division.

6 UNIDENTIFIED SPEAKER: Speak up. We can't
7 hear you.

8 MARIE ROSE, MODERATOR: Can you hear me
9 now?

10 UNIDENTIFIED SPEAKER: Yes.

11 MARIE ROSE, MODERATOR: Okay. My name is
12 Marie Rose. I am with MassDOT Highway Division,
13 Project Management Section. I was directed by Chief
14 Engineer Thomas Broderick and the Federal Highway
15 Administration to conduct tonight's Hearing.

16 I am going to go over the format of the
17 Hearing first. MassDOT's Right-Of-Way Representative
18 will speak about the Right-Of-Way procedures for this
19 municipal project. Then the Town's Design Consultant
20 will present the details about the project. Next, we
21 will open the Hearing up to the Federal, State and
22 Local Officials, and then we will open it to the
23 general public.

24 I ask that you wait until the presentation

1 is over before making any comments regarding the
2 project and, if you are providing comments, please be
3 respectful of people, speak one at a time and, due to
4 the large amount of people here tonight, each person
5 will have one opportunity to speak. We will have a
6 three minute time limit on each person, and I ask
7 that you respect that.

8 Now, I am going to introduce the members of
9 the panel here tonight. Robin Giando from MassDOT
10 Right-Of-Way Community Compliance Section, Michael
11 Trepanier, Senior Planner at MassDOT Highway
12 Division, David Huse from the District 4 Office in
13 Arlington, John Michalak and Alan Cloutier from FS&T.
14 They are the Town's Design Consultant, and we also
15 have Ben Cheung from ATM, who will be making a
16 verbatim transcript of tonight's hearing.

17 I hope everybody has a brochure that they
18 should have received on their way in, and had an
19 opportunity to sign in on the sign-in sheet. In that
20 handout is the Public Hearing Notice. This appeared
21 in the Boston Globe on February 12th and February
22 19th, 2013. It was also advertised in the Arlington
23 Advocate on February 14th and February 21st, 2013.

24 Construction funding for this project is

1 currently identified as Federal Aid funding with the
2 Federal Highway Administration providing eighty
3 percent of the funding and MassDOT State providing
4 twenty percent of the funding. It is currently
5 programmed in the 2013 Statewide Transportation
6 Improvement Program. The total estimated cost of
7 this project is five million five hundred and
8 seventy-five thousand seven hundred and seventy-five
9 dollars. This does not include any right-of-way
10 acquisition costs. The design is expected to be
11 completed in the summer of 2013, and construction is
12 expected to be complete within two years.

13 At this time, I am going to ask Robin
14 Giando to explain the Right-Of-Way procedures in
15 further detail. Robin.

16 ROBIN GIANDO: Good evening. When the
17 Commonwealth, acting through its Massachusetts
18 Department of Transportation Highway Division,
19 indicated it would accept this 5.5 million dollar
20 Federal Aid Project for funding --

21 UNIDENTIFIED SPEAKER: Can you speak up.

22 UNIDENTIFIED SPEAKER: Speak up.

23 ROBIN GIANDO: Oh, I'm sorry. Can you hear
24 me now?

1 UNIDENTIFIED SPEAKERS: No.

2 ROBIN GIANDO: Sorry. When the
3 Commonwealth, acting through its Massachusetts
4 Department of Transportation Highway Division,
5 indicated it would accept this 5.5 million dollar
6 project for funding under our Federal Aid Program,
7 your municipality accepted certain responsibilities.

8 One of those responsibilities is to acquire all the
9 necessary rights in private and public lands for the
10 design, construction and implementation of this
11 project. My function is to review and recommend
12 procedures that your municipality will utilize to
13 acquire these rights.

14 The procedures used must comply with both
15 State and Federal regulations. The current design
16 plans indicate that no fee acquisitions, five
17 permanent easements will be required, and that other
18 areas will require temporary construction easements
19 or rights-of-entries. Your municipality may acquire
20 the needed rights through a combination of donations,
21 eminent domain, deed grants, permits or right of
22 entries. Frequently, local municipalities will
23 appeal for donations. Donation procedures minimize
24 the acquisition cost for your community. Donations

1 and rights-of-entries are not required and property
2 owners are entitled to appraisal and just
3 compensation. This project cannot be advertised
4 until the new proposed right-of-way is secured and
5 the Right-of-Way Bureau issues a Right-of-Way
6 Certification.

7 Affected property owners' rights are
8 protected under our Massachusetts General Laws,
9 primarily Chapter 79 and, because this project is
10 receiving Federal funds, the property owners' rights
11 are further defined under Title III of the Real
12 Property Acts of 1970, as amended.

13 I will be happy to answer any general
14 questions concerning the Right-of-Way activities
15 during the open forum, and will be available after
16 the hearing for any specific questions you may have.

17 Thank you.

18 MARIE ROSE, MODERATOR: Thank you, Robin.
19 Now I would like to ask John Michalak and Alan
20 Cloutier to describe the project in detail.

21 JOHN MICHALAK: Good evening. My name is
22 John Michalak. I am with Fay, Spofford & Thorndike.
23 Here this evening is Alan Cloutier, also from Faye,
24 Spoffard & Thorndike.

1 UNIDENTIFIED SPEAKER: Can't hear you.

2 UNIDENTIFIED SPEAKERS: We can't hear you.

3 JOHN MICHALAK: We are working on the Mass.
4 Ave. Corridor Improvement Projects. Also working
5 with us is Butterfield Design Group, who is
6 responsible for the landscaping on the project.

7 I just want to give a quick project
8 overview of the project. For those of you who might
9 not be familiar with the project, this is a locally
10 administered MassDOT project. As Marie said, it is
11 state and federally funded. The project is
12 approximately one mile long. It extends from Pond
13 Lane to Cambridge City Line.

14 Within the project corridor, there are
15 three existing signalized intersections, Foster
16 Street, Linwood Street, Lake Street and Winter
17 Street, and Taylor Street and Thorndike Street. The
18 project also runs through the East Arlington Business
19 District, which essentially for this project is
20 defined as the stretch from Orvis Road or Grafton
21 Street to Trowbridge Street and Oakland Street.

22 There are three MBTA bus routes that also
23 run along the Mass. Ave. corridor, the 77, the 79 and
24 the 350.

1 The Mass. Ave. corridor currently has
2 concrete cement sidewalks on both sides of the road.

3 The sidewalks are mostly seven to eight feet wide
4 clear of obstruction with a six to eight foot wide
5 buffer, west of Orvis Road and east of Egerton.
6 Between Orvis Road and Egerton Road the sidewalk is
7 actually narrower than the rest of the corridor. In
8 some spots, it actually narrows to less than six feet
9 wide.

10 The existing roadway width varies from
11 sixty-six feet to eighty-four feet. That is the
12 curb-to-curb width, for most of the roadway being
13 less than sixty-eight feet wide. So, only eight
14 hundred and fifty feet, that's fifteen percent of the
15 total project, actually meets or exceeds the sixty-
16 eight feet in width. So, eighty-five percent of it
17 is less than sixty-eight feet.

18 This primarily functions as one wide --
19 approximately twenty foot and five -- twenty-five
20 foot wide lane on each side of the double yellow
21 center line. Sometimes you will see two cars driving
22 side-by-side on the road but, more often than not, it
23 acts as a one-lane roadway due to bicycles, buses, or
24 delivery vehicles occupying that outermost lane.

1 Now, these are the design objectives
2 that the Town stated when we were first brought on to
3 the project. These objectives, the wording has not
4 changed in these objectives since the beginning of
5 the project. These were spelled out in the Town's
6 Request For Proposals back on October 25th, 2006 and
7 FST was brought on board to the project and we began
8 our work September 1st, 2008, and the first public
9 meeting was actually held October 1st, 2008, for this
10 project.

11 The proposed improvements for this project
12 consist of marked travel lanes. We are proposing two
13 eleven foot wide lanes in the eastbound, or the
14 inbound towards Cambridge direction, and one fourteen
15 foot or fifteen foot wide travel lane westbound
16 toward outbound. The project also consists of marked
17 bike lanes and these bike lanes will have adequate
18 offsets from parking to prevent dooring incidents.

19 The project also includes reconstructed
20 sidewalks. So, we are proposing cement concrete
21 sidewalks, gray sidewalks approximately eight foot
22 wide on both sides of the road and, within the
23 business district, we are proposing a land -- a tan
24 cement concrete decorate buffer, and that is where

1 all the furniture, utility poles, the trees, the
2 plantings will exist to maintain that seven to eight
3 foot wide clear pedestrian travel way within the
4 business district, that doesn't currently exist
5 today.

6 All the wheelchair ramps will be
7 reconstructed along the corridor to meet ADA and ABA
8 -- AB -- excuse me, ADA and AAB requirements.

9 The project also involves bus stop
10 improvements. We have been coordinating with the
11 MBTA through their Route 77 bus line. New bus stops
12 will be ten feet wide, which will accommodate the
13 buses, new benches and trash receptacles, some of
14 which will be provided by the MBTA, and some will be
15 supplemented as part of this project, and then the
16 MBTA is also in discussion with the Town for
17 proposing some bus shelters at some of the stops
18 along the corridor.

19 Additional proposal improvements included
20 updated traffic signals at the three signalized
21 intersections I mentioned previously, and a new
22 traffic signal at Bates Road. The project also
23 includes a new streetscape, landscaping and
24 pedestrian scale lighting, primarily within the

1 business district which, again, is from Orvis Road to
2 Milton Street.

3 So, these improvements that we are
4 proposing on this project are to provide a balanced
5 design for all users, not just vehicles but also
6 bicyclists, pedestrians and transit users. What we
7 are proposing is a better organized roadway, using
8 the roadway allocating the space best for all these
9 modes of travel.

10 One of the primary safety improvements on
11 the projects for pedestrians involves shorter
12 pedestrian crossings. We were able to shorten the
13 crossings at all unsignalized intersections with the
14 use of curb extensions or bump-outs.

15 The other thing that we have been asked to
16 discuss this evening are the changes to the plans
17 that have occurred since they were last presented to
18 you at the twenty-five percent level. One of the
19 most significant changes to the project involves the
20 addition of a second through lane in the eastbound
21 direction for the entire length of the corridor.
22 Originally, at twenty-five percent, we proposed two
23 travel lanes eastbound from the Foster/Linwood
24 intersection eastbound to the limits of the project

1 and, since then, we have continued that second
2 eastbound lane, two travel lanes the entire corridor
3 to allow for inbound travel lanes.

4 As I mentioned, the coordination with the
5 MBTA has been ongoing since the twenty-five percent,
6 and we have incorporated some changes and
7 modifications to bus stops, located bus stops so that
8 they will have platforms so that people with
9 wheelchairs can get off of all the buses, and one of
10 the bus stops that was actually relocated at the
11 seventy-five percent to Melrose Street has now been
12 relocated back to the Milton Street intersection.
13 So, that is the one bus stop that has moved since the
14 seventy-five percent plans were presented, but this
15 is where it was shown at twenty-five percent. So,
16 the bus stop will be at the Milton Street
17 intersection.

18 We have also had utility coordination since
19 the twenty-five percent. We have met with utility
20 companies. We have located utility poles based on
21 suggestions from the utility companies, retaining
22 some of the poles. Not as many poles that were
23 jumped to be moved in twenty-five percent are going
24 to be moved going forward. We have also incorporated

1 some water system improvements that the Town of
2 Arlington wants to do during the time of
3 construction, and part of this will -- includes
4 replacing all of the existing fire hydrants along the
5 corridor.

6 We have also made some minor changes to
7 drainage systems since the twenty-five percent. Some
8 of these results are comments through the City from
9 budgets to the project. For instance, people would
10 notify us and let us know that there were some
11 drainage problems or puddling happening at the heads
12 of their driveway. We looked at that and we have
13 actually incorporated into the proposed draining
14 plans -- drainage plans to make sure that this will
15 be accommodated during the final design so they won't
16 have those flooding problems.

17 We have also developed final signal timings
18 that were not developed at the twenty-five percent,
19 and those plans are included on the final plans.

20 There have also been some changes to the
21 pavement design since the twenty-five percent. Due
22 to the deteriorated pavement conditions out there,
23 and working closely with the District and MassDOT
24 Pavement Engineer, we have come up with a new

1 pavement design for the roadway that we will be sure
2 that it will last once it is completed.

3 And then, in addition, the streetscaping
4 and landscaping has been added to the plans since
5 twenty-five percent. Tree species have been
6 identified, locations of benches, and bike racks, and
7 trash receptacles are now shown on the plans, and we
8 have some boards that we presented some of the
9 examples of the tree species that are now included as
10 part of the design. We have had comments that have
11 been passed on through the Town. Some of the species
12 have been changed based on recommendations of
13 abutters.

14 And then, we also show some of the examples
15 of the streetscape improvements, the benches, the
16 trash receptacles. They are going to match the same
17 systems that are being implemented by the MBTA and
18 then, also, the traffic signals will be ornamental,
19 painted black and, as I mentioned, some bike racks
20 will be installed in addition to the bike racks that
21 are out there today. They are going to be relocated.

22
23 Now, I would like to turn things over to
24 Alan, and he is going to talk about the multi-modal

1 aspect of the design and the traffic.

2 ALAN CLOUTIER: Good evening. I am sure
3 everybody will be able to hear me in the back. I
4 usually don't have a problem having a loud enough
5 voice.

6 As John mentioned, I am going to talk about
7 the multi-modal aspects a little bit, where some of
8 that came from, and then, I was going to talk about
9 some of the capacity analysis, some of the older
10 stuff that was run, some of the newer stuff that has
11 been ongoing.

12 First of all, as far as the multi-modal
13 consideration, some of this is a review for people
14 that have been attending the meetings for the
15 project, or really almost attending meetings or
16 design meetings for really almost anything that is
17 happening in Massachusetts. So, really, I don't want
18 to read these verbatim but essentially, from the 2006
19 MassHighway Design Guide, forces us to consider
20 vehicles, pedestrians, bicycles and transit whenever
21 designing a roadway, roadway improvements to a
22 roadway, etc.

23 This is kind of mirrored in the U.S.
24 Department of Transportation Policy, which is a quote

1 down below it, that we really need to incorporate
2 safe walking and bicycling facilities in
3 transportation projects. One of the things to note
4 when we talk about the different modes, a lot of that
5 is shared modes. So, when you talk about pedestrians
6 out there, sometimes a pedestrian was a vehicle that
7 was driving and literally parked, and now they are
8 going to where they were going. So, sometimes it is
9 overlap even within these modes that we are talking
10 about.

11 This is a little bit of a step back in
12 time. First of all, I just want to talk about some
13 capacity analysis that was run previously, and really
14 most of the focus is on the westbound direction
15 because that is where we have one lane rather than
16 two. So, in the previous analysis, this is the
17 Functional Design Report that was submitted a while
18 ago. For the 2028 Build Scenario, I put in here the
19 letter grades.

20 Again, this is kind of review for a number
21 of people but, based on delay, how long you are
22 waiting at a traffic light, these actually get a
23 grade for the approach, the lane or the overall
24 intersection. Similar to a report card, A is the

1 best, F is failing. The only difference is, there is
2 an E here. Usually, you don't have that on a report
3 card.

4 So, when we actually look at this, this is
5 for the westbound direction, the westbound through
6 lane at the signalized intersections. For the A and
7 B, essentially everything was a C or better, and
8 then, for the PM peak, it was an A and a B. So, you
9 do have capacity at the signals to accommodate the
10 through volume. Again, this is fifteen years in the
11 future.

12 UNIDENTIFIED SPEAKER: Can you explain what
13 the A, C and B stand for?

14 ALAN CLOUTIER: Oh, sure. So, really what
15 -- you know, us traffic engineers, we want to get
16 into trying to give grades to things, really to try
17 to make things a little more understandable. Back in
18 the old days, there was a lot of confusion to things.

19 So, they try to assign a letter grade, A being the
20 best as a scale and really, at least for the
21 signalized intersections, it is based off delay, how
22 long you are there waiting on a red light, how long
23 you are delayed going through, something that really
24 everybody can see.

1 So, if you are really -- usually, letter
2 grades A through D are usually considered acceptable.

3 If you are in an urban environment, say in Boston,
4 sometimes a letter, an F can sometimes still be
5 acceptable, assuming that you are not backing through
6 other intersections. If you have been in Downtown
7 Boston, a lot of those do operate poorly, especially
8 during the peak hours, and this is the important
9 thing to keep in mind, we are talking about the peak
10 hour of the day for all of this. So, really, that is
11 what we are basing the design off, if you can be
12 operating well or operating effectively during the
13 peak hour, the other hours that have less volume
14 operate even better.

15 UNIDENTIFIED SPEAKER: In terms of --

16 UNIDENTIFIED SPEAKER: So, what is this --

17 ALAN CLOUTIER: I think we are taking
18 questions at the end. So, and again, that is kind of
19 a review. So, that was, again, what we presented
20 before that was in the Function Design Report. Since
21 then, there has been some additional work that has
22 been done. Some of it was -- came through Federal
23 Highway. So, although we presented the analysis -
24 this is back to the twenty-five percent - it was

1 accepted by MassDOT.

2 However, recently, Federal Highway asked us
3 to do some additional analysis and part of that was
4 because they actually had new analysis that they --
5 that just became available, so really a multi-modal
6 analysis. It became available actually in late
7 summer/early fall of last year. So, it wasn't even
8 available back when we were running it. So, really
9 it is a way to try to combine, to look at all the
10 different modes, that wasn't available before. So,
11 just, they asked us to run it. We ran it. They
12 asked for an additional analysis for a four-lane
13 option, and we ran that.

14 UNIDENTIFIED SPEAKER: They are not --

15 UNIDENTIFIED SPEAKER: No questions.

16 ALAN CLOUTIER: Sorry. I skipped the last
17 line but that was essentially what I said. If you
18 really want to read everything, it was the dates that
19 we submitted everything.

20 Now, again, this is a brand new software
21 that Federal Highway wanted us to look at, not only
22 software, brand new analysis that actually it was not
23 available until very recently. One thing to note, I
24 guess, as far as the four modes of travel was, I

1 didn't have a lot of vehicular on purpose, is that,
2 in the past, we were able to analyze vehicular delay.

3 There has been a lot of progress with that. There
4 have been a lot of packages available. It has been
5 looked for, I mean, frankly for decades. Bicycles,
6 pedestrians, transit, there really wasn't or at least
7 anything that was worthwhile. So, this is the first
8 version of this analysis with this software, now the
9 same software. So, you know, same Bay version, or
10 whatever, but definitely there will probably be some
11 tweaks to it but, again, there wasn't anything
12 available before this.

13 So, one thing I just want to point out,
14 it's a tool. It is important to, whenever we are
15 looking at this stuff, to keep in mind what its
16 limitations are, and there are definitely some
17 limitations to this new software that Federal Highway
18 wanted us to look at, and the last, probably the most
19 important thing to keep in mind is capacity base,
20 this analysis. Can you get cars through? How long
21 are they going to be waiting? It is not the safety
22 mix. So, this capacity analysis has nothing to do
23 with safety crossing the street or bicycling, or even
24 a car driving on the road. It is important to

1 separate the two. It is really two completely
2 different ways of looking at it.

3 And some of the results that we had, we
4 conducted this for -- again, this is new analysis for
5 the weekday and peak hour because that is the
6 critical, at least in the westbound direction. Sorry
7 things look a little blurry. I hope you can all read
8 it. And, first of all, we wanted to do a comparison
9 of what was actually shown in the Function Design
10 Report, using a completely different software,
11 completely different methodology, everything. That
12 actually, if you were to add up the delays at all the
13 signals, because we know, for any corridor, that is
14 where you wait, is at the signals, if you add it all
15 up, you would have had an additional fourteen seconds
16 in the westbound direction between no-build and
17 build.

18 And then, with this new software, once you
19 actually calculate it out, the difference in the
20 westbound direction, between no build and build, you
21 actually had, it calculated out to about thirty-four
22 seconds of additional delay, and this is between a
23 no-build and build. So, it included -- this was, one
24 of the differences was actually the new traffic light

1 at Bates, in addition to other stuff.

2 So, there is kind of a little bit of
3 difference there. I mean, it is kind of like
4 completely different software packages, different way
5 of looking at things, but it kind of gives you at
6 least a ball park of what we are going to be talking
7 about as far as the impact. This is the entire
8 corridor, for if you add up everything throughout the
9 mile.

10 And I think this is my last slide. So,
11 really, I just want to talk about capacity of the
12 corridor. Well, how many -- how do we know that the
13 one lane can work? Well, in a way it is kind of
14 simple. You can talk about all the different
15 analysis, but you can also just kind of look at the
16 box. If this was a much more simple corridor,
17 usually you can get about seventeen hundred vehicles
18 in a lane in one direction. That is kind of a little
19 bit more ideal situation. That is really not when
20 you are talking about in an urban environment like
21 this because it gets reduced when you get to (26:43)
22 traffic signals. Traffic signals are the --

23 UNIDENTIFIED SPEAKER: Excuse me. It is
24 really difficult to relate it if we can't really see

1 that.

2 UNIDENTIFIED SPEAKER: It is illegible and
3 so small.

4 MARIE ROSE, MODERATOR: We apologize that
5 you can't see this.

6 UNIDENTIFIED SPEAKER: (inaudible comment)

7 ALAN CLOUTIER: I guess I can try to --
8 I'll essentially tell you the numbers.

9 UNIDENTIFIED SPEAKER: It would help to do
10 that.

11 ALAN CLOUTIER: Well, I will just tell you
12 what the numbers are. Okay, so I mentioned in ideal
13 conditions. So, really, when you are talking about
14 are signals, essentially, you can get usually about a
15 thousand vehicles in a through lane at a signal. It
16 is usually a little difficult to get anything more
17 than that. That is less than the seventeen hundred I
18 talked about because you are stopping for part of the
19 time during the red. So, that is essentially a rule
20 of thumb, what you can get through at a signal, and
21 then you can essentially look at what do we have for
22 volumes in the westbound direction.

23 So really, during -- this is 2008, so
24 fairly current, so our volumes in the westbound

1 direction really vary. It is actually a bit higher
2 at Thorndike Street, where we have eight hundred and
3 fifty-two. That was during the pm, and during the
4 other hours, we were actually considerably less than
5 that thousand. So, we are in that five hundred. We
6 are in that, you know, essentially five hundred to
7 about nine hundred range, and it actually goes up to
8 2028. So, we have a little, a different range here.

9 So, we are still actually below a thousand, and that
10 is really kind of the most simplistic way of looking
11 at it. How many -- how much can you get in a single
12 lane, and we have less than that.

13 Now, at this location, we are at nine
14 thirty-seven. That is at Thorndike, since that is
15 the variable, along the side street. In that
16 situation, you can actually get a little bit more
17 than that thousand. You can actually get closer to
18 about twelve hundred. So, you don't really have to
19 look at the numbers. The volume is below our
20 capacity.

21 UNIDENTIFIED SPEAKER: Is that build or no-
22 build, the 2028? It wasn't clear.

23 ALAN CLOUTIER: Oh, it is the same volumes
24 no matter what, whether we build the project or not.

1 It is in the future. We are not talking about -- we
2 are just talking how many cars out there right now.
3 So, I think, with that, I am going to be passing that
4 back off to John Michalak. It's right behind you.

5 UNIDENTIFIED SPEAKER: (inaudible comment)

6 JOHN MICHALAK: Thanks, Al. So, one of the
7 comments, questions, or I guess confusions that keeps
8 coming up and we keep hearing is, from the Town and
9 MassDOT, is how do we determine the number of lanes
10 and why wouldn't the roadway support the four lane
11 cross-section? Why not two lanes in each direction?

12 As Alan had pointed out, and the first
13 thing we did when we undertook this project, was
14 looked at the traffic volumes to see how many lanes
15 this roadway actually needs and all of the numbers
16 showed that, in order to handle the capacity, you
17 only need one lane in each direction, and that is
18 just on -- that is just based on the capacity. So,
19 there's other considerations, turn lanes, which
20 dictates the design for the intersections and how
21 many cars will get through each intersection.

22 UNIDENTIFIED SPEAKER: More than cars.

23 JOHN MICHALAK: And based on --

24 UNIDENTIFIED SPEAKER: Quiet.

1 JOHN MICHALAK: -- that criteria, we
2 developed a three-lane roadway section, two lanes in
3 the eastbound, since there is more traffic in the AM
4 peak than there is in the PM peak travelling
5 westbound. So, that being said, that is how we
6 determined how to allocate the space. We didn't just
7 decide we were going to build from all of the other
8 roads and then think of the traffic last. We
9 actually did look at the traffic analysis and, as you
10 have seen, we have looked at it many times, even
11 though recently with some new analysis tools.

12 That being said, when we decided the best
13 way to allocate the space, one of the important
14 aspects of the project was to accommodate bicycles
15 and, with that extra space, if you don't need to
16 design the roadway for four lanes, the best treatment
17 for bicycles are bicycle lanes and bicycle lanes give
18 bicyclists a dedicated area to ride and make
19 motorists more aware that there may be bicycles
20 present. (applause) I think that is a very
21 important point to make.

22 So, why not a four-lane section? Well,
23 first of all, it doesn't meet government standards.
24 There are government standards for roadway widths and

1 what we have shown in previous presentations is that
2 you would actually need sixty-eight feet from curb to
3 curb in order to build a four-lane roadway with
4 shared outside lanes that are fifteen feet wide in
5 order to accommodate bicycles and cars in a shared
6 lane adjacent to on-street parking; and, as I
7 mentioned before, eighty-five percent of this
8 corridor is less than sixty-eight feet.

9 So, that being said, there is a -- there
10 are standards that we are supposed to meet and these
11 standards are based on safety. So, if you don't need
12 four lanes, why would you compromise in order to
13 design something that would be less safe. You would
14 also have long pedestrian crossings with a four-lane
15 section. As I pointed out, the shorter pedestrian
16 crossings are safer for pedestrians. You would also
17 narrow the bus stops. There wouldn't be enough room
18 for ten foot wide bus stops under a four-lane
19 section. So, the buses would actually encroach into
20 that outermost lane, which is actually currently
21 happens today.

22 So, here is a four-lane section and, when
23 there is a bicycle in the roadway, the buses actually
24 have to encroach into this outer lane and there is

1 not enough room for two vehicles to proceed side-by-
2 side, and this is what a four-lane section would end
3 up doing.

4 Below this, we show the three-lane which,
5 the space is allocated, everybody knows where they
6 are supposed to go. The bus doesn't have to leave
7 its lane to go around a bicycle. Additionally, if
8 the bus tried to stay in his own lane because, in a
9 four-lane section, there would be a car in the
10 outermost lane, and you couldn't change lanes, he
11 would be able to overtake the bicycle. So, the
12 bicycle would actually be in that travel lane. So,
13 it would actually impede traffic flow. They wouldn't
14 be sharing the road as they would if there was enough
15 space for the roadway.

16 So, I think that was an important point to
17 make because we keep hearing, why are we not using
18 the four-lane section? Why is the four-lane section
19 not proposed for this corridor? So, based on that
20 criteria, we feel that this is the best design for
21 the corridor. It allocates the space for all users.

22 It improves safety for all users and it doesn't
23 sacrifice any of the safety just to accommodate
24 vehicles. (applause)

1 MARIE ROSE, MODERATOR: Okay. Before we
2 open up the hearing to the public, we are going to
3 talk about the procedure. First, we will ask any
4 Federal, State or Local officials to speak, and then,
5 any Elected Town Meeting Members, and then the
6 General Public. If you do want to speak, please make
7 a line behind each of those three microphones in an
8 orderly fashion, as best as you can. Thank you.

9 First, are there any Federal officials here
10 tonight that would like to make a comment? Any State
11 officials that would like to make a comment? This is
12 Senator Ken Donnelly.

13 KEN DONNELLY: Good evening. Thank you. I
14 am Senator Ken Donnelly, representing the Fourth
15 Middlesex District, which includes Arlington. I am a
16 resident of Arlington, lived here for over fifty
17 years, and I grew up in East Arlington.

18 In an effort to respect the other speakers,
19 I will limit my comments to a few minutes. I know
20 that, after a rocky start, the Mass. Ave. Corridor
21 Project has undergone significant change and
22 compromise. There have been numerous meetings, and
23 many of the suggestions from residents and town
24 officials have been incorporated; not all, but a

1 significant amount. The design now reflects that
2 change and I think it is a good design and, DOT,
3 please hear this.

4 Arlington is a Town Meeting form of
5 government. This project has the unanimous approval
6 of the Selectmen and the Town Meeting has rejected
7 several efforts to stop this project from moving
8 forward. I know that there is still debate about
9 three lanes, four lanes, bike lanes, no bike lanes,
10 etc., but we are at the point where we must move
11 forward or I am afraid lose the funding for this
12 project. (applause)

13 I didn't talk to the DOT. Please, DOT,
14 correct me if I am wrong, although I don't think so.

15 At this point, here are the realities to be fixed.
16 One, according to the MassDOT, there must be bicycle
17 accommodations in the form of bike lanes or wider
18 outside travel lanes as part of the Mass. Ave.
19 Corridor Project.

20 UNIDENTIFIED SPEAKER: That's a lie.

21 KEN DONNELLY: In four lanes -- in a four-
22 lane scenario -- I would like the respect of being
23 able to speak, thank you. (applause) There isn't
24 enough room to have larger outside travel lanes all

1 the way along the avenue, so the sidewalks would have
2 to be reduced or footage would need to be taken for
3 parking along most of the corridor. MassDOT will not
4 fund a project that does not include bicycle
5 accommodations. That is according to the DOT and, if
6 I am wrong, please correct me.

7 Two, DOT has told me that the latest they
8 can advertise a Federal Aid project is early
9 September of this year in order to use the money
10 currently programmed for the project. To make that
11 date, DOT would need to have a one hundred percent
12 approved design within the next several months so
13 that they and Federal Highway have time to review
14 final plans. There is not enough time to redesign
15 the project and meet the September deadline. The
16 design would go back to twenty-five percent and the
17 project would reset. The Town has run out of design
18 money. So, now money would have to be appropriated
19 for new design work. DOT would have to go through
20 the review process again, and there would have to be
21 a Twenty-Five Percent Design Review Public Hearing.

22 Three, the pavement condition on the road
23 has deteriorated in the last several years and is
24 considered to be in poor condition with numerous

1 areas of cracking. Given the harshness of this
2 winter, DOT would expect it will require repairs
3 prior to next winter.

4 And lastly, to the question of whether we
5 would lose the funding currently awarded to this
6 project, there is no way to know. However, the Town
7 would have to apply once again to get the project
8 programmed on the TIP. This takes years, with
9 numerous projects I know of in my district waiting to
10 get any money available, and any of that associated
11 with this project, while they may last, would cover
12 well less than half the cost of the project, as the
13 bulk of the State and Federal funding would be lost.

14
15 I believe that we all want to make Mass.
16 Ave. safe for everyone who uses it, address the poor
17 conditions of the road, make it more business
18 friendly, and plan for the future. It is time to
19 make a decision that will determine whether we will
20 go on using the funding available to us or wait and
21 use the local money, our money, instead of the State
22 and Federal funds to make necessary repairs to the
23 road in the near future.

24 My concern is, with all of the competing

1 projects, and the State funds are scarce, we will
2 lose this funding. I have met with the -- all over
3 the State, with the Secretary of Transportation,
4 looking for money for projects. We know that we see
5 frustration. Funding from the Federal Government is
6 drying up. We know for a fact there's twenty million
7 -- billion dollars -- I'm sorry, twenty billion
8 dollars in infrastructure repairs that we need in
9 this state with our bridges, our roads and our
10 infrastructure, and there are competing projects all
11 over the State looking for the money.

12 My concern, if we do not meet the September
13 deadline, the project is very likely dead, and we
14 will lose the one hundred percent funds, 6.8 million
15 dollars, and that I will have to go back, and we all
16 have to go back and tell the taxpayers in this town
17 that they are going to have to put up funds for this
18 project because, right now, eighty percent of that is
19 coming from the Federal Government, twenty percent
20 from the State.

21 UNIDENTIFIED SPEAKER: We are the Federal
22 Government, too.

23 KEN DONNELLY: Most likely, we will never
24 see this funding commitment again. It will be our

1 Town dollars that will fix this road. So, please,
2 thank you for hearing this DOT, and I will like to
3 have that message sent loud and clear back to the
4 State. Thank you. (applause)

5 MARIE ROSE, MODERATOR: Thank you, Senator
6 Donnelly. I would also like to recognize State
7 Representative David Rogers in the audience, and the
8 Arlington Board of Selectmen are here as a
9 delegation. Would any Local Officials like to make a
10 comment?

11 KEVIN GREELEY: Thank you, Ms. Rose. Can
12 you all hear me?

13 UNIDENTIFIED SPEAKERS: Oh, yes.

14 KEVIN GREELEY: Do you want to hear me?

15 UNIDENTIFIED SPEAKERS: Yes.

16 KEVIN GREELEY: My name is Kevin Greeley
17 and I am Chairman of the Arlington Board of
18 Selectmen, and last evening the Board of Selectmen
19 took a vote and asked that I speak on behalf of the
20 Board instead of you having to listen to all five
21 members. Would you like to vote on that? Well,
22 others may want to speak but I do want to introduce
23 my colleagues who are here. Mr. Dan Dunn, Mr. Joe
24 Curro and Mr. Steven Byrne, and I speak on their

1 behalf, and also is Diane Mahon anywhere in the hall?

2 Okay. I think she is involved in a cheerleading
3 competition but, on behalf of the Board of Selectmen,
4 they asked that I come here tonight as -- to tell you
5 how we are unanimous, as a Board of Selectmen, as
6 Traffic and Parking Commissioners, we are unanimous
7 in supporting this project. We want to -- (applause)

8 We want to thank Federal Highway. We want
9 to thank MassDOT for working with us for the last
10 five years, and we look forward to working with them
11 as we move from here to finalize the design, go out
12 to bid and start and finish this project. We believe
13 that this is a project that is unique in the history
14 of the Town of Arlington. It is necessary to the
15 Town of Arlington and it is a very exciting project,
16 and it is unique, and you have heard this from other
17 speakers. Five years of input on this project. You
18 will hear a lot more tonight. All of that input, in
19 my opinion, has been included in the design to the
20 degree possible. It is not possible to design
21 something that would satisfy every person in this
22 hall, never mind the forty-three thousand residents
23 in the Town of Arlington.

24 It is unique from the point of view also, I

1 believe, that we have this opportunity to have a
2 unanimous agreement among all the elected officials
3 who work on this kind of projects. Will everybody be
4 satisfied? No. But this is a good solution. It's
5 unique. It is necessary. We MUST improve the
6 safety. We MUST improve the roadway. We MUST
7 improve the technology. We MUST improve parking and
8 we MUST improve handicap accessibility throughout
9 this corridor.

10 So, how do we do it? This is how we do it,
11 with this project that we are about to undertake. It
12 is unique. It's necessary, and I personally feel it
13 is a very exciting project for business development,
14 for beautification, and to create a destination
15 versus an area that we look to rush through, going in
16 or out of the Town of Arlington. (applause) If we
17 know the benefits of this plan, we need to go
18 forward. It is unique. It's necessary. It's
19 exciting and especially ask ourselves this question.

20 We must do this. If we don't do it together with
21 Federal Highway or the MassDOT, how will we get it
22 done? Thank you very much. (applause)

23 MARIE ROSE, MODERATOR: Thank you,
24 Selectman. Any other Local Officials that would like

1 to make a comment before I open it to the Town
2 Meeting Representatives? Yes, ma'am. When you
3 approach the microphone, would you please state your
4 name and spell your last name for the record?

5 JANICE DALLAS: My name is Janice Dallas,
6 and it is spelled D-a-l-l-a-s. I am a Commissioner
7 on the Disabilities Commission for Arlington, and we
8 are all behind this project because we know the
9 hazards that we face and other handicapped people
10 face every day. I mean, even in the snow, we have a
11 member in a wheelchair who has to get to work, and
12 has to be in the street. You know, it's just --
13 thank you. (applause)

14 MARIE ROSE, MODERATOR: Okay. Any other
15 Local Officials who would like to make a comment?
16 Yes, sir.

17 CHRISTOPHER TONKIN: Hello. My name is
18 Christopher Tonkin, T-o-n-k-i-n, and I am the
19 Chairman of the Arlington Bicycle Advisory Committee.

20 UNIDENTIFIED SPEAKERS: Can't hear you.

21 CHRISTOPHER TONKIN: Is the microphone
22 working? I am the Chairman of the Arlington Bicycle
23 Advisory Committee and we are on record as supporting
24 the bicycle accommodations, strongly supporting, on

1 the Mass. Ave. development of the corridor. We
2 believe this will be a big advantage to all
3 travelers. Bicycles will know where they are
4 supposed to be. Cars will know where they are
5 supposed to be and each of them will know where they
6 are supposed to be. We also think it is going to be
7 a great improvement for pedestrians, as well. Thank
8 you. (applause)

9 MARIE ROSE, MODERATOR: Any other Local
10 Officials before I open it up to the Town Meeting
11 Representatives? Okay. Are there any Elected Town
12 Meeting Representatives who would like to make a
13 comment? Please approach the microphone in a line.
14 There is a microphone over here, as well. Yes. I am
15 going to start timing people now. Three minute time
16 limit, if you can please keep to that. Thank you.
17 The woman in the center, please.

18 CLARISSA ROWE: Thank you. My name is
19 Clarissa Rowe. I am a Town Meeting Member from
20 Precinct 8 -- I mean 4. Excuse me. I used to live
21 in Precinct 8. I now live in 4. I am East Arlington
22 resident. I am also a slow walker. I want to thank
23 MassHighway for coming out here. We appreciate your
24 coming again and again, and again.

1 I am one hundred and ten percent in favor
2 of this project. It is a great project. It is a
3 good balance of bicycle and car, and walking, and
4 buses having equal space in a very congested
5 corridor.

6 I am very concerned by what I am hearing
7 tonight about the possibility of the Town losing the
8 funding and -- or having it come back to the
9 Arlington citizens, and I am about to be a Senior
10 Citizen, so my money is going to mean even more, to
11 come up with the amount of money, 6.8 million
12 dollars, that will come out of my pocket and not out
13 of the Federal Government and the State Government.
14 It really is a concerned for me and I am hoping that
15 other people that are thinking about voting in the
16 Town Elections will really consider that.

17 The No-Build option is really not an option
18 in my opinion. Both Cambridge and Lexington are
19 working on their sections of Massachusetts Avenue.
20 They are making their -- they are updating their
21 sections. We want East Arlington to be a vital
22 business community. It is, but it will be even more
23 vital if it is -- if the road is updated and the
24 sidewalks are wider so old ladies like me can cross

1 the street and get from one side of the street to the
2 other, so I can go and see my favorite dress shop.

3 This has been a long process. There have
4 been a lot of meetings. Luckily, I am now on this
5 side of the aisle instead of where you are sitting,
6 but I really think that there has been a lot of
7 consideration. I would hope, because I am the first
8 speaker tonight, of the Public, that we can be as
9 civil as possible. There has been not a civil
10 dialogue in the past, and it is very important for
11 people to be really heard today. So, I ask people to
12 think carefully about where the money is going to
13 come from if we say no to this project, and thank you
14 very much for your time. (applause)

15 MARIE ROSE, MODERATOR: We will go in order
16 like this. You next, sir.

17 PHIL GOFF: Thank you. My name is Phil
18 Goff. I am the Chair of the East Arlington Liveable
19 Streets Coalition. I am also on the Project Advisory
20 Committee that the Town set up and I am a Town
21 Meeting Member, Precinct 7. I live on Grafton Street
22 in East Arlington.

23 One thousand five hundred and ninety-seven
24 days ago, I went to my first public meeting for this

1 project, believe it or not, it seemed like a million
2 years ago. George W. Bush was President.

3 Since then, I have attended ten, at least
4 ten Advisory Committee meetings, ten more public
5 meetings, workshops, hearings. There were a few
6 others with neighborhood groups, with businesses,
7 that I missed unfortunately. To imply that the
8 community has not had their say in this project is
9 just ridiculous. Apparently, this is what the
10 Federal Highway Administration has said recently,
11 however, so we are here. Federal Highway has also
12 insisted that the Town and MassDOT do yet another
13 round of traffic analysis and monitoring that has
14 gone on for four and a half years.

15 One of the great benefits of this, I must
16 say, is that we now have even more evidence that the
17 catastrophic traffic spilling over onto side streets,
18 long promised by some of the project proponents, will
19 simply not happen. The analysis has shown the
20 current three lane plan will only create twenty-six,
21 twenty-six, seconds of additional travel time in
22 2028, only westbound, only between the hours of five
23 and six pm, probably only when school is in session
24 and probably because of the new traffic light at

1 Bates Road.

2 In exchange for this extra twenty seconds
3 of -- twenty-six seconds of travel time, the
4 community gets a slew of improvements, 24/7, three
5 hundred and sixty-five days a year; pedestrians
6 crossing three lanes rather than four, refuge islands
7 at key crosswalks in Capital Square, wider sidewalks
8 in the heart of Capital Square for extra seating, for
9 trees, for bike racks and to accommodate theater
10 lines. We get more spaces, more space for buses to
11 pull in traffic, and we have bike lanes for safer,
12 more predictable behavior for cyclists and motorists.

13 None of these benefits are available if we simply
14 repave the roadway with four lanes and tweak the
15 traffic signals, as some would have us do.

16 Fifty-three months of planning design for a
17 one-mile roadway project is simply enough. To
18 Federal Highway, who I know is not here, but I know
19 they are going to read the transcripts, and to
20 MassDOT which I know is here, and Town Officials,
21 State Officials, let's bring this to one hundred
22 percent design, let's put it out to bid and we can
23 all look forward to safer, a slower, a greener and a
24 more business-friendly Mass. Ave. Thank you.

1 (applause)

2 MARIE ROSE, MODERATOR: The gentleman in
3 the orange, please.

4 GORDON JAMIESON: Thank you. My name is
5 Gordon Jamieson, J-a-m-i-e --

6 UNIDENTIFIED SPEAKER: We can't hear you.

7 UNIDENTIFIED SPEAKER: Speak up.

8 GORDON JAMIESON: This microphone is --
9 okay. My name is Gordon Jamieson, J-a-m-i-e-s-o-n.

10 UNIDENTIFIED SPEAKER: Use the mike.

11 GORDON JAMIESON: Can you hear it?

12 UNIDENTIFIED SPEAKER: Yes.

13 GORDON JAMIESON: Okay. Gordon Jamieson,
14 J-a-m-i-e-s-o-n. I am a Town Meeting Member for
15 Precinct 12. I have been a Town Meeting Member for
16 nine years, and I sure wish we had this type of
17 attendance at all our meetings.

18 I admire the passion of the opponent but
19 Mr. Berger in the center who will speak next, I
20 disagree with them. I voted with Town Meeting
21 overwhelmingly. We voted to support this project.
22 You have heard from Mr. Greeley, the Chair of the
23 Board of Selectmen. They voted to support this and
24 Mr. Donnelly, our Senator in the Statehouse, who

1 overwhelmingly supports this.

2 I have to admit that I followed this from
3 afar. There are some people who blog on this, and I
4 have used that, beyond what we have heard in Town
5 Meeting, but I was very impressed with the superb,
6 from my point, thoughtful, multi-modal plan that was
7 presented to us tonight. I think the end result is
8 quite admirable, given all the discussion previously,
9 all the points that were raised, that I won't
10 reiterated.

11 What I drill this down to is a question of
12 two in one out versus two in two out and, with the
13 two in and one out, you get bicycles, pedestrian and
14 bus accommodations and, with the two in and two out,
15 from my point of view, you just get the two in and
16 two out, and nothing else, nothing vibrant for East
17 Arlington to grow and succeed as a vibrant part of
18 our -- one of our three economic centers in the Town
19 of Arlington.

20 For those who say it's congestion, it's
21 congestion, it's congestion, there is congestion
22 everywhere in Arlington during rush hour. We live in
23 a thickly settled, one of the most densely populated
24 towns in the Commonwealth. Well, guess what? We all

1 have jobs. We go places, to school, to work, to
2 whatever. So, there's traffic. Fortunately, we have
3 a multi-modal plan that can help address that.

4 For those who are going east, I do that
5 sometimes. I work out of the home. I admit, I don't
6 do this every day, but I have driven Mass. Ave.
7 during rush hour. Yes, it's a mess but it is not
8 because of Arlington. It is because of what you hit,
9 that brick wall that you hit when you hit the
10 Cambridge line. It is the Cambridge traffic and the
11 Alewife Brook Parkway. It is not Arlington. It is
12 that problem. So, fixing this to your four lanes
13 versus three lanes, that is not going to fix that
14 problem. The problem is somewhere else. This
15 project cannot address that. That's another problem
16 DOT needs to address, but not within the scope of
17 this problem, and I strongly support your solution
18 and thank you. (applause)

19 MARIE ROSE, MODERATOR: Yes, sir.

20 ERIC BERGER: Don't start the clock yet,
21 please because you and I have discussed this
22 beforehand and I commented to Kimberly Sloan a week
23 ago. I am going to be speaking to thousands of
24 people tonight, and there are some people here --

1 UNIDENTIFIED SPEAKER: Start the clock.

2 ERIC BERGER: And that -- no, hold on,
3 please.

4 UNIDENTIFIED SPEAKER: Why would he get
5 special --

6 ERIC BERGER: Hold on. Because there are
7 some people who could have gotten up here tonight. I
8 have about a five minute speech. We have been
9 working on this for four years.

10 UNIDENTIFIED SPEAKER: Start the clock.

11 ERIC BERGER: I'm sorry. No, I'm sorry.

12 UNIDENTIFIED SPEAKER: He is not an Elected
13 Official, so --

14 ERIC BERGER: I am sorry. Mr. Donnelly
15 could have had all night and he spoke well. He spoke
16 well. There was no limit on Mr. Donnelly and that's
17 fine.

18 MARIE ROSE, MODERATOR: I understand your
19 concerns but we really have to limit everybody. We
20 are treating everybody the same.

21 ERIC BERGER: I could have --

22 MARIE ROSE, MODERATOR: Three minutes.

23 ERIC BERGER: We could have had other
24 people -- wait a minute. We could have had other

1 people get on line. I could have.

2 UNIDENTIFIED SPEAKER: Start the clock!

3 ERIC BERGER: I am telling you right now, I
4 am going to keep going.

5 UNIDENTIFIED SPEAKER: Start the clock,
6 please.

7 ERIC BERGER: You can start it, but I am
8 going to keep going.

9 UNIDENTIFIED SPEAKER: You have to abide by
10 our rules, too.

11 ERIC BERGER: No, you can arrest me then.

12 UNIDENTIFIED SPEAKER: Start the clock,
13 please. This is not fair.

14 MARIE ROSE, MODERATOR: Time is started.

15 ERIC BERGER: Okay. I am going to keep
16 going. I'm telling you.

17 UNIDENTIFIED SPEAKER: Quiet.

18 ERIC BERGER: My name is Eric Berger. I am
19 an Arlington resident and a Town Meeting Member, and
20 I am going to speak tonight for many thousands of
21 people that are not here, the ninety-eight percent
22 that travel on Mass. Ave. in motor vehicles, who are
23 sick and tired of getting the removal of a traffic
24 lane shoved down their thoughts. The ninety-eight

1 percent is worried sick about the possibility of a
2 Mass. Ave. with only through travel lanes.

3 Recent snowstorms have pounded home some
4 inconvenient truths of what happens when you take
5 away a travel lane for a mile and there is no left
6 turn lanes for a half mile to Lake Street. Gridlock
7 happens. Gridlock like along Pleasant and Lake
8 Streets. The grade level of service increased on the
9 side street traffic down the narrow side street of
10 East Arlington, for example, and slowed response
11 times of our emergency vehicles.

12 Now, in their homes and hearts, our
13 residents love Arlington but they are disgusted with
14 the lies justifying removing a lane, like the lie
15 about how the Town must install bike lanes to get
16 State and Federal money, and one of the biggest that
17 was told tonight, which is, you can't get four lanes
18 in there and, if you put four lanes in there, you are
19 going to lose the money. Not true. We know this.
20 We have been working on this for four years. You
21 misled the public there. You can get the four lanes.

22 The sixty-eight feet thing is not true and, also,
23 the fifteen foot shared lane is not true. Many ways
24 to work it out. They put that out there because they

1 are saying all the money is gone, and Senator
2 Donnelly, who was speaking from the heart, has been
3 misled. He believes that, if you put in four lanes,
4 you can't do it, and he has been misled.

5 UNIDENTIFIED SPEAKER: It is a safety
6 consideration.

7 ERIC BERGER: Okay. Now, the Town's plans
8 to eliminate a traffic lane was developed in secrecy.

9 Six years, I'm telling you, six years, from 2002 to
10 2008, there was not a single public meeting. This
11 plan began in 2002. On the Town's own time line,
12 there is not a single public meeting listed for six
13 years. How come that was? Because it developed in
14 collusion. You are telling me I am wrong? There was
15 not a single public meeting for six years while this
16 plan was developed. How come? How come there was no
17 public meetings? Yeah, there were public meetings
18 after the plan was shoved down their throats in 2009.

19 Then the public found out from the Arlington
20 Advocate article that, oh, my God, they are taking
21 away travel lanes? You are kidding me. Then the
22 place got packed. That is what was going on.

23 And here is another thing. According to
24 the MassDOT Chief's Council, there were thousands of

1 comments that were handed in. Let me tell you this,
2 Mr. Broderick handed in a report to the Federal
3 Highway Administration about a month ago and he said,
4 you know something? At the last hearing, in 2011,
5 April, there were a hundred and eighty -- (applause)
6 (various people shouting comments that are inaudible
7 due to applause) No, I'm not going. I am not doing
8 that. I'm sorry. I'm not going. No. No, no. I
9 told you, I could have had other people up here to
10 speak. Ma'am, I want another minute.

11 UNIDENTIFIED SPEAKER: You don't deserve
12 it.

13 ERIC BERGER: I don't deserve it?

14 UNIDENTIFIED SPEAKER: Why should you be
15 any different?

16 ERIC BERGER: Because I could have other
17 speak up here and go all night.

18 (inaudible - more than one person speaking
19 at once)

20 MICHAEL TREPANIER: There is a three minute
21 rule this evening. Mr. Berger, if you could please
22 step -- step back. If you could please step back, we
23 want to get to everyone here tonight. You can submit
24 your comments in writing if you feel it is necessary.

1 There is plenty of time to write a letter to the
2 Chief. We want to get to everyone else here. These
3 are just the first round of Town Meeting Officials
4 and there are plenty of others who have attended this
5 meeting that want to speak. It is only fair. Please
6 step back.

7 UNIDENTIFIED SPEAKER: Thank you.

8 (applause)

9 MOLLY FLUECKIGER: I am a Molly Flueckiger.

10 That is F-l-u-e-c-k-i-g-e-r. I am a homeowner on
11 Fairmont Street, a Town Meeting Member and also a
12 Member of the Disability Commission. Mr. Berger does
13 not speak for me.

14 MARIE ROSE, MODERATOR: Could you speak up,
15 please.

16 MOLLY FLUECKIGER: Sure. Sorry about that.

17 I will keep it brief. I am here tonight because my
18 husband and I enthusiastically support this project.

19 We believe it will be good for our neighborhood and
20 it will improve pedestrian safety. I look forward to
21 a more vibrant community where I can feel more
22 comfortable walking my dog and kids across the
23 street. Thank you. (applause)

24 MARIE ROSE, MODERATOR: Next gentleman.

1 ALAN JONES: I am Alan Jones, J-o-n-e-s,
2 Precinct 14. I wanted to correct something my good
3 friend, Mr. Greeley, said. This project didn't start
4 five or six years ago. It started about fifteen
5 years ago when two of our neighbors were killed
6 crossing that sea of asphalt and then, in 2002, our
7 friend, George (Lake), who I don't know if he is
8 here, I believe the East Arlington Good Neighbor
9 Committee called a meeting at the basement of the Fox
10 Library, that I was at, to try to figure out what in
11 the heck can we do to make this safer and not lose
12 any more of our citizens in road kill.

13 So, it has been going on a long time. Now,
14 I am happy with the outcome. I think it's good that
15 safety has been the number one, two and three
16 priority of this whole project. I am glad to see
17 that other nice amenities have been fit in. I think
18 we can make Arlington a much more attractive,
19 especially our grand entrance out of Cambridge. You
20 know, we can get those Elm trees back.

21 I was disappointed during the project that
22 an extra lane was added to the eastbound when three
23 separate engineering groups have demonstrated that,
24 with a roadway with this amount of volume, one lane

1 in each direction would be plenty as Louis Berger,
2 BHD and FST, they all confirmed that. Anyone who
3 doesn't believe it, I have got the documents. I have
4 been to all the meetings. There have been plenty of
5 meetings going on.

6 So, I am really encouraged to see this
7 start happening in a couple of months and I did want
8 to, you know, Mr. Donnelly said that, if we don't get
9 State and Federal money, we have to do something
10 anyway. I am also a member of the Finance Committee.

11 I know where that money will come from. It is
12 called a Debt Exclusion. It goes on your tax bill.
13 Isn't it a lot better to get some federal money from
14 our friends out of New York City. They don't pay for
15 our roads. Anyway, I am looking forward to this. I
16 think it is a great project. (applause)

17 MARK KAEPPLEIN: Hi. My name is Mark
18 Kaepplein, K-a-e-p-p-l-e-i-n. I am a Town Meeting
19 Member for Precinct 7. First, I am against the loss
20 of a travel lane and want to keep four lanes as we
21 have had for decades, along with some improvements
22 like pedestrian activated crossing signals as at Mill
23 Street currently.

24 Second, I want to thank the U.S. Department

1 of Transportation for making a second hearing
2 possible. Thank you for making sure laws and
3 engineering standards will be followed.

4 I want to speak to Senator Donnelly's
5 comments. His warning should be heeded in various
6 communities of what happens when residents aren't
7 listened to and the consequences that are possible.
8 Instead of giving residents an opportunity to see a
9 four-lane plan and a three-lane plan, and choose
10 between them, the Arlington Selectmen dug in their
11 heels instead, and this is what we have now, where it
12 puts money at risk. It drags on projects. (applause)

13 The wisdom is very clear in the
14 Massachusetts DOT Design Handbook that communities
15 ought to be involved early and information flow
16 freely and multiple design options presented. I have
17 some inconvenient to expose.

18 UNIDENTIFIED SPEAKER: Can you fix the
19 mike? (inaudible phrase)

20 UNIDENTIFIED SPEAKER: Step away from the
21 mike a little. Step away.

22 MARK KAEPPLEIN: Okay. In the only other
23 public hearing, I found claims of vastly reduced
24 pedestrian crossing distances impossible and untrue.

1 The claims were made in public presentations and in
2 the Functional Design Report. FST tried to deceive
3 the public by measuring crossing distance in the
4 current road from curb-to-curb and, in the proposed
5 design, from walking into the road past the parking
6 lane and past the bike lane, and then crossing to a
7 similar point standing on the road, waiting to get
8 hit by a cyclist. So, stating that crossing the
9 street from standing in the road is shorter than from
10 the curb would have been a more accurate but less
11 impressive point.

12 At this do-over hearing, because all public
13 input from the first hearing was ignored, I want to
14 explore how FST made three travel lanes somehow
15 appear to carry as much traffic as four lanes,
16 something that even a first grader would not believe.

17 I found that FST's -- (applause) I found that FST
18 distorted reality at the Lake Street intersection,
19 making four -- the current plan look bad for headed
20 traffic -- for traffic headed towards the center,
21 that they claim there is only room for a left turn
22 lane and one travel lane. The reality is, when busy,
23 a left turn lane forms, and two travel lanes.

24 So, essentially, the simulation software

1 then predicts some traffic will get stuck waiting
2 behind others waiting to turn left. (applause)

3 UNIDENTIFIED SPEAKER: Your time is up.

4 MARK KAEPPLEIN: So, I have a question.
5 What regulations allow you to combine a turn lane
6 with a bus stop and a loading zone, or do you have an
7 approved exception? (applause)

8 MARIE ROSE, MODERATOR: Yes, ma'am, on the
9 right.

10 UNIDENTIFIED SPEAKER: Please don't harass
11 me.

12 SUSAN STAMPS: Hi, everybody. My name is
13 Susan Stamps. I am a Town Meeting Member for Precinct
14 3, which is Ground Zero of the Mass. Ave. Corridor
15 Project. I have talked to a lot of my constituents
16 and, while there are a few people who I have talked
17 to, who do not support the project, the vast majority
18 are really excited about this project, and
19 enthusiastically support it.

20 In my precinct, we have a lot of young
21 families. They are in beautiful, old 1920's two-
22 family houses on leafy streets. It is a wonderful
23 place to live and, across the street, across Mass.
24 Ave., if they can get across it with their little

1 kids, they can get to the bike path. They can go
2 down to Spy Pond Park. It is a wonderful place to
3 live. Unfortunately, they can't get across Mass.
4 Ave. because it is extremely dangerous. There is no
5 way. There is no time to get across there with a
6 baby carriage and a two-year old child.

7 So, I wanted to convey my constituents
8 basic support for the project and also just remind
9 those who are up here still complaining about it,
10 that this project has been thoroughly vetted by Town
11 Meeting and Town Meeting, which is the legislative
12 body of Arlington has endorsed this project. I
13 really think that speaks volumes. (applause)

14 And, in closing, I was asked to read a
15 letter of support for this project by a business
16 owner on Mass. Ave. It is the owner of Salvage
17 Limited at 112 Mass. Ave., Ellen Erickson. She had
18 to be out of town on business.

19 The letter is to Mr. Broderick, Chief
20 Engineer of MassDOT, and she says, Last November, I
21 opened a -- I -- I am sorry about that. Last
22 November, I opened a retail shop on Mass. Ave. in
23 East Arlington. Did I mention the name of the shop
24 is Salvage Limited?

1 UNIDENTIFIED SPEAKER: Yes.

2 SUSAN STAMPS: Sells really cool vintage
3 furnishings and so on. She says, I'm -- not an
4 advertisement. She said, I am writing in support of
5 the Mass. Ave. Corridor Plan, which would transform
6 the current avenue into three automobile traffic
7 lanes and two bicycles lanes. Since my business has
8 been operating, I have seen a serious need for
9 traffic calming measure. The current roadway is
10 dangerous for both drivers and pedestrians alike,
11 etc., etc. I see my time -- okay. So, she says,
12 cars and trucks constantly speed along Mass. Ave.,
13 passing each other without much order and the new
14 plan addresses these problems.

15 Although I understand the concerns that the
16 road construction would cause short term problems for
17 local businesses, these worries are outweighed by the
18 long term benefits that both residents and businesses
19 would gain. The new plan would help by calming
20 traffic, connecting both sides of Mass. Ave. for
21 pedestrians and adding much needed bicycle
22 infrastructure. I support the Mass. Ave. Corridor
23 Plan and (inaudible phrase because of applause)
24 Thank you very much.

1 MARIE ROSE, MODERATOR: Yes, sir.

2 BOB RADOCHIA: Hi. My name is Bob
3 Radochia, R-a-d-o-c-h-i-a. I am from Precinct 10
4 Town Meeting -- 11 Town Meeting Member and, when the
5 kids take the car away from me, I plan on living down
6 in East Arlington so I can walk everywhere. There
7 are a lot of nice things about this thing I like but
8 there are some questions I have, that I am concerned
9 with.

10 I am not fully buying into the one lane
11 coming out of Mass. Ave. I do that in the morning
12 coming out of Cambridge and it is a low peak time,
13 but it is bad enough then. I can't imagine what it
14 might be like later. Okay.

15 The major concern I have is the fact that
16 the bus stop in front of the Capitol is -- doesn't
17 address all the safety concerns. With the crossover
18 bike lane, bicycle lane in there, the buses come in,
19 buses sticking out in the lane, cars trying to go
20 through that, we haven't addressed that problem at
21 all with this. The bus stop really belongs on the
22 other side, on the Lake Street side, and my
23 understanding is that this is because the merchants
24 over there requested it not be there.

1 Now, the Town has recently agreed to
2 looking into moving the bus stop in front of the
3 Regent because he doesn't want it there. Why can't
4 we move it to the other side, where it really belongs
5 and it will clean up that corner in terms of the
6 traffic going through in the morning.

7 Now, I understand, I know one of the owners
8 uses that as a permanent place to leave his truck
9 during the day but he could find a place, or the Town
10 could help him find a place somewhere else for his
11 truck and do this thing the right way.

12 The other concern I have is, aesthetically,
13 when you look at the renderings and things, it looks
14 nice but nobody looked the overhead wires that are
15 down there. I know it is not in this project, the
16 scope of this, but I think the Town ought to be
17 looking into that because we are going to have
18 something that is going to look nice, but then we
19 have to look at all those ugly wires. (applause)

20 The other one is Bates Road. I see that
21 being a problem in that where the lights, somebody
22 coming through from Broadway, they see a green light,
23 they are going to up their speed to about forty,
24 fifty miles an hour to make that light, and I think

1 (applause) -- I think we could be open to the
2 counting curbs, or whatever curbs, whatever they call
3 them, these ten foots, slightly elevated, not a speed
4 bump, but it kind of slows down the traffic. It
5 calms it down. They have them in Lexington, Belmont,
6 every place else. It is a slight thing and it would
7 stop that but I think Bates Road is in for a big time
8 with this thing, so that's where I am. Thank you.
9 (applause)

10 MARIE ROSE, MODERATOR: Yes, ma'am.

11 BARBARA BOLTZ: Hi. My name is Barbara
12 Boltz, B-o-l-t-z, and I am a Town Meeting Member from
13 Precinct 9, which is in the Center but, for seventeen
14 years when I first came to Arlington, I lived in East
15 Arlington and I couldn't be more thrilled about this
16 plan, not just for the traffic. I am someone who
17 drives, rides the bus and walks, and so, it is going
18 to be a big benefit to me and many others in town
19 like me.

20 I hadn't really planned to speak tonight,
21 so I don't have any remarks prepared but I do just
22 want to express my, as Clarissa, a hundred and ten
23 percent, if there is such a thing, support for this
24 project.

1 Another thing that I like about it, it is
2 going to make the East Arlington business district a
3 more beautiful and more attractive place for people
4 come. They will be driving through and they might
5 say, oh, this is really attractive. Why don't I stop
6 here and see what's here, and I think that would be a
7 big benefit to the Town, as well. So, I thank you
8 all and, as I say, I am very much in support of the
9 project. Thank you. (applause)

10 ROBIN DRATCH: Can everybody hear me?

11 UNIDENTIFIED SPEAKER: Yes.

12 ROBIN DRATCH: I will keep it very short.
13 My name is Robin Dratch, D-r-a-t-c-h. I live at 70
14 Teel Street. I am the Chairman of Precinct 3 Town
15 Meeting. I am a thirty-four year resident of East
16 Arlington and a twenty-year Town Meeting Member from
17 Precinct 3, and a homeowner, and I know a lot of
18 people in my precinct, obviously, because I have
19 lived there for thirty-four years. I have a
20 prominent house next to a playground. I feel
21 everybody has a dog or child in the precinct, and I
22 have been informally polling my constituents for at
23 least four years and, with very few exceptions, every
24 one that I am talking to is in favor of it. So, I am

1 here tonight to speak for them. I have heard a few
2 people who are against it, but not adamantly, and the
3 vast majority that I know are in favor of it. That
4 is all I have to say. Thank you. (applause)

5 HUGH MCCRORY: Hello. My name is Hugh
6 McCrory. That is M-c-C-r-o-r-y. I am a Town Meeting
7 Member for several years. I have been living in
8 Arlington for probably nine years. As a Town Meeting
9 Member, as a parent, as a citizen, as a pedestrian,
10 as a cyclist, as a driver, I support this plan, and I
11 -- everyone, or most of the people I spoke to support
12 it, also.

13 I live in Precinct 20, which is in the west
14 part of Arlington and my point is that this is not
15 just an East Arlington issue, this is an Arlington
16 issue, and it will affect the livelihood of all of
17 the residents of Arlington, not just people living in
18 East Arlington.

19 I want to applaud the Elected Officials and
20 decision makers in this process for a true
21 demonstration of a democratic process, even though it
22 has been contentious. Time and time again at Town
23 Meeting decision, the silent majority have supported
24 this project.

1 So, I would urge you to do your best in a,
2 as Clarissa Rowe had said, not to paraphrase her, but
3 in a moderate way, in a level-headed way. So, I just
4 wish you good luck in the process and I look forward
5 to spending even more time in East Arlington on the
6 beautified area and improved shopping that hopefully
7 will come from this project. Thank you very much.
8 (applause)

9 SEAN HARRINGTON: My name is Sean
10 Harrington, Precinct 15, Precinct 15 Chair. Before I
11 go on, I want to just kind of repeat something that
12 one of my good friends, though I oppose her sometimes
13 and I oppose her tonight, said about civility. Now,
14 I see children in this room tonight, and I really
15 hope that they don't take in and take in any of the
16 jeering that was here tonight. You know what? I
17 find it despicable, deplorable. We are adults here
18 and we need to act like adults. (applause) Simple
19 enough.

20 You know, there are so many members I have
21 known through Town, for the short time I have known
22 these people, such as the late Fred Senate and Mark
23 Butler, who may not have agreed but they would be
24 rolling in their graves right now if they saw the

1 jeering that we have been seeing tonight. It is
2 really disgusting and it is not at all a step toward
3 democracy. It is just truly disgusting.

4 Alright. Moving on, I would like to
5 present to the MassDOT a group of letters, signed
6 from residents, two hundred and sixty-eight
7 residents, thirty-two businesses, who were unable to
8 attend the hearing, who have written their opposition
9 to the Town's plan to eliminate a traffic lane from
10 Mass. Avenue. So, -- (applause)

11 Lastly, I didn't expect to say anything
12 big. I didn't have a speech. So, quickly, I heard
13 earlier how someone said that usually Mass. Ave. in
14 East Arlington is used as one lane. I have never
15 seen that. I just never have. It is used as two
16 lanes. It also has been. Certain parts, yes, but
17 the majority of it has been used as two lanes and
18 taking away a travel lane, I am sorry to say, sounds
19 like putting a four pound bag of sand into a three
20 pound bag of sand. You are going to have a lot of
21 overflow. You are going to have a lot of congestion.

22 I just don't see how you are going to make it
23 happen. If you can, good luck, but I just don't see
24 it. Thank you very much. (applause)

1 MARIE ROSE, MODERATOR: Yes, sir.

2 ADAM AUSTER: Thank you. My name is Adam
3 Auster, A-u-s-t-e-r. I am a Town Meeting Member from
4 Precinct 3. I have been a representative for --

5 UNIDENTIFIED SPEAKER: Louder.

6 UNIDENTIFIED SPEAKER: Microphone.

7 ADAM AUSTER: I'm sorry.

8 UNIDENTIFIED SPEAKER: Louder.

9 ADAM AUSTER: Thank you. It might take me
10 a minute to get used to this. Did you get my name?
11 Okay. I have been a Town Meeting Member for
12 seventeen years. I also was one of ten people
13 appointed as Community Representatives to the
14 Planning Committee for the project.

15 UNIDENTIFIED SPEAKER: Speak up.

16 ADAM AUSTER: Boy, I am really having a
17 problem.

18 UNIDENTIFIED SPEAKER: Get really close.

19 ADAM AUSTER: Is this good?

20 UNIDENTIFIED SPEAKERS: Yes.

21 ADAM AUSTER: I will just go right into
22 what I have to say rather my great credentials,
23 except for one, which is that I got started paying
24 attention to this when I was walking my kid to the

1 Hardy School. I live on one side of Mass. Ave. The
2 school is on the other side, and it gave me an
3 appreciation of the problem but it also gave me a
4 first hand view of rush hour traffic, and I think
5 that, if you see it from the sidewalk, you see a lot
6 more space than if you see it in your car because,
7 when you are in your car, you are with other cars
8 but, if you are on the sidewalk, you see a lot of
9 empty space, and I would like to suggest, if anyone
10 doubts that they, you know, that there is not enough
11 capacity westbound, outbound, to just go there in the
12 morning and see, which I have done. It is really,
13 really obvious.

14 I did want to say something about the
15 process. I am concerned that public participation is
16 turning into an endurance sport. When people came
17 out to the hearing here two years ago, it was with
18 the promise that they would be heard and not
19 forgotten, and that also goes for people who
20 testified at the hearings and workshops that the Town
21 held, and there were a lot of them. I therefore ask
22 that the transcript of the hearing two years ago be
23 entered into the record of this proceeding.
24 Otherwise, you disenfranchise people who can't keep

1 coming to meetings and what you have is the
2 dictatorship of the insomniacs. (inaudible phrase
3 due to applause) the Federal Highway Administration,
4 who I am very disappointed is not here. I think it
5 is very disrespectful.

6 Some people I have spoken to want to make
7 this a big fight about bicycles. I disagree. It is
8 not about bicycles. It is about safety. If there
9 were no such thing as a bicycle, we would still want
10 the shorter crossing distances. We would want the
11 pedestrian safety island. We would want traffic to
12 be more orderly. We would want all of these
13 benefits, which would be physically excluded for a
14 fourth lane, and we wouldn't mind the five million
15 dollars, either. Thank you very much.

16 So, I hope that you will take the message
17 that the people want the road to be as good as it can
18 be for as many people as it can be, and they want it
19 to be a safe crossing. (applause) If you want to
20 give this to the FHA, I would appreciate it.

21 UNIDENTIFIED SPEAKER: Okay.

22 MARIE ROSE, MODERATOR: Yes, ma'am.

23 JEAN CLARK: My name is Jean Clark. I am a
24 citizen. I have the impression that the only

1 individual behind me who is a Town Meeting Member is
2 Gloria Romano, who graciously this gentleman and
3 myself to go ahead.

4 UNIDENTIFIED SPEAKER: -- the microphone.

5 JEAN CLARK: I'm sorry. You can't hear me?
6 Okay.

7 UNIDENTIFIED SPEAKER: Just when you turn
8 your head.

9 JEAN CLARK: So, I guess what I wanted to
10 say is Ms. Romano let myself and this gentleman go
11 ahead, which I am really thankful for, to have this
12 opportunity to speak. I have a four year old and a
13 six year old that are due for bedtime. They are at
14 my sister's house, my sister who is not in favor of
15 the project, but I am. She is like whatever, they
16 don't agree with me, but I guess what I am trying to
17 say is, um, so, yes, I speak to you here.

18 I am a trained Transportation Planner, on
19 hiatus to raise two children, lifelong Arlington
20 resident, member of the Transportation Advisory
21 Committee, pedestrian, bicyclist, motorist, mom. The
22 point that I am bringing up is, like some of the
23 other speakers that have been here, mostly people I
24 speak with on a daily basis in Arlington -- it is a

1 thin line between the noise and the --

2 UNIDENTIFIED SPEAKER: Just keep going.

3 JEAN CLARK: -- are in favor of this
4 project. What I am enthused by is the amount of
5 attention that has been put into this detail, to this
6 design. I personally would like to see one lane
7 either direction. I think that is what is warranted
8 as the statistics show. There are people that would
9 like to have four lanes. We have differences of
10 opinion.

11 This is a plan that I think addresses both
12 of those things. Two lanes headed eastbound will
13 sufficiently address the situation and one lane
14 westbound will narrow it down to include bicycle
15 lanes, and bicycle lanes are the safest way to ride.

16 When you are pulling a child in a bicycle trailer,
17 you don't have to worry about getting clocked by a
18 car that thinks they own the road.

19 Nothing is scarier to me than when I am
20 driving down Mass. Ave. and I stop for someone who is
21 crossing with their children at the Orvis Street and
22 Grafton -- I think it's at that intersection. It is
23 like a jetway, and it is really scary because you
24 stop but someone comes around behind you and doesn't,

1 and I have been that person crossing the street.

2 I want to say that I think Senator Donnelly
3 and Mr. Greeley's points were amazing, and they hit
4 it on the nail. When I worked for the City of
5 Chelsea, we had a very large, six million dollar
6 roadway project that we were guaranteed money only if
7 we had the design complete, and that is the case with
8 Arlington. If Arlington doesn't get it together and
9 get behind this project, we will lose that money.
10 There are several other communities that will take
11 our place.

12 So, thank you very much, and I am in favor.
13 Please let this go forward. (applause)

14 MARIE ROSE, MODERATOR: Yes, ma'am.

15 PEGGY FENNER: My name is Peggy Fenner.
16 Can you hear me? No? I don't know if this works.
17 My name is Peggy Fenner. I am a twenty-five year
18 resident of Arlington. I served on the committee
19 about four years ago and I asked this question, and I
20 just really, really wish that this would be
21 considered.

22 Instead of continuing this controversy
23 about the four lanes, three lanes, why haven't you
24 set up a concrete model by blocking off the lane with

1 cones, doing it for a month, doing it in three
2 seasons (applause) in the summer, in the fall, in
3 whatever time you have left. We are all buzzed to
4 bits by your computer models. We don't believe in
5 them. We need something concrete that shows us this
6 will work. Otherwise, you will have a great plan.
7 Otherwise, the Town will regret this forever. Why
8 aren't we doing this?

9 MARIE ROSE, MODERATOR: That would be
10 something that the Town would have to look into. It
11 is a Town facility. MassDOT is only involved as far
12 as this particular project. Something on a temporary
13 basis would be something that your town would have to
14 invest in.

15 PEGGY FENNER: But it is critical. It is
16 the cornerstone of this. Either it works or it
17 fails. It is a boom or a (back-off bounce), and I
18 think we can't afford not to do this. This is
19 ridiculous. I asked this question four years ago.
20 Are you guys all listening? Is it a possibility
21 because, for God sake, it will either make it
22 wonderful or a total bust. (applause)

23 BILL MORRIS: My name is Bill Morris and I
24 live on Marathon Street in East Arlington. I have

1 lived there for sixteen years. Like three thousand
2 people, over three thousand people signed a petition
3 asking for a non-binding resolution at the next Town
4 Meeting that is in April, to ask people whether they
5 wanted three or four lanes. I have deep concerns
6 about reducing the traffic lanes. As someone said,
7 it is not a four pound bag going -- a three pound, a
8 three lane road. It is two pounds going into one
9 lane. It just defies common sense to think that you
10 stop for only twenty-nine seconds longer on that
11 whole mile stretch with a single lane.

12 And I agree with the woman before, after
13 the woman before, a simulation would be very helpful
14 to answer our concerns. The number one concern
15 people have with this project has been the four lanes
16 to the three lanes, and nothing, none of the changes
17 here have addressed that and we feel like that
18 concern is being ignored and to then present us with
19 a project that does not at all address that and say,
20 now we have got to get the money or we are going to
21 lose it, is just -- it is continuing to (inaudible
22 due to microphone problem 1:30:10) the issue.

23 Finally, I would like to say, I do
24 appreciate everyone's concern here for a livable

1 Mass. Ave., a livable East Arlington. I honestly
2 honor all of you who care about the life we are going
3 to live in East Arlington but I still think that the
4 people who opposed this are not indifferent to that.

5 They care as much about East Arlington as all the
6 people who voted for it. So, thank you. (applause)

7
8 UNIDENTIFIED SPEAKER: Excuse me. Can you
9 do something about that mike?

10 UNIDENTIFIED SPEAKER: Does this one work?

11 (A FEW INAUDIBLE COMMENTS FROM THE AUDIENCE
12 MEMBERS)

13 MARIA ROMANO: Okay. Am I next? No, they
14 are next.

15 MARIE ROSE, MODERATOR: I think you are
16 next. I think she is the last Town Meeting Member,
17 and then I will open it up to the public.

18 MARIA ROMANO: Before we start the clock,
19 what he wanted to give me -- now, let me just explain
20 something. We either have a choice of getting the
21 fifty people up here.

22 UNIDENTIFIED SPEAKERS: We can't hear.

23 MARIA ROMANO: I'm sorry. Can you hear me
24 now?

1 UNIDENTIFIED SPEAKERS: Yes.

2 MARIA ROMANO: Okay. I won't move. We
3 have a choice of me speaking with something that was
4 put together by fifty residents and business owners,
5 and maybe perhaps going over that three minute limit.

6 UNIDENTIFIED SPEAKER: No.

7 MARIA ROMANO: Let me -- can I finish,
8 please?

9 MARIE ROSE, MODERATOR: Yes.

10 MARIA ROMANO: I have been very respectful
11 here tonight, and I want the same to me. I am
12 asking, now we have a choice. I am going to talk as
13 fast as I can. I am a New Yorker. I can get away
14 with it, but within reason. You know, this is
15 important stuff. This is their lives. So --

16 UNIDENTIFIED SPEAKER: You can submit, if
17 you have a written letter, you can submit it in
18 writing and we will give you three minutes to speak.

19

20 MARIA ROMANO: You can hear me now?

21 UNIDENTIFIED SPEAKER: Yes.

22 MARIA ROMANO: Everybody knows who I am. I
23 am going to eliminate that. Starting the clock. We
24 are relieved that the Federal Highway Administration

1 requested this public hearing. They requested it.
2 It wouldn't have happened, but they requested it.

3 The majority of Arlington residents want
4 you to listen carefully. Fix Mass. Ave. Don't ruin
5 it. Keep four lanes and, please, let the bikes share
6 the road. It is not going to minimize safety. They
7 are going to be safe. Pedestrians are going to be
8 safe. The road is going to be fixed, not just paving
9 it. Don't minimize what we were going to do. We
10 have a plan from four years ago that covers every
11 State and Federal guideline. The Town never looked
12 at it. It was the alternate plan. It's a good plan,
13 and they never looked at it.

14 I want to address a fact about abutters.
15 This project started in 2002. It was the best kept
16 secret for six years, and that is not the way a
17 problem -- a project should be run. There was a
18 meeting at the Fox Library in 2009, and residents
19 were invited. The turnout was unprecedented. People
20 upset were filling the room and someone there, one of
21 the officials said, why bother? It's a done deal.

22 This statement caused a firestorm of
23 action. How dare someone say that to the residents.

24 This is a done deal? We are not the problem. We

1 are not holding this project hostage. The flawed
2 plan was the problem four years ago, and the flawed
3 plan is still the problem today. We, the residents
4 and businesses, for years have worked to get this
5 plan right. The pedestrians need safety. That goes
6 without saying. This has never been us versus the
7 bikes. It is about safe and not safe. It is about
8 fixing Mass. Ave., not ruining it. It is about total
9 disclosure, not half truths, better known as a lie.
10 It is not about transparency or under-the-radar
11 deals.

12 We have before us a Federal Highway
13 Commission listening carefully. There is a Build and
14 No-Build scenario. This is your doing. Do it right.
15 Get the money, so Mass. Ave. can be brought up to
16 the twenty-first century. Again, fix it, don't ruin
17 it.

18 I personally don't want to hear these myths
19 anymore. Bike lanes or we lose the money. Must do
20 it now or we lose the money. They could have done it
21 four years ago if they listened to us, and listened
22 to what the majority wanted. We have experts who are
23 volunteers, and one of our Selectmen, which I praise
24 him for, says, volunteerism in this town is

1 wonderful. Well, how come our volunteers aren't
2 respected? Why aren't those experts respected and
3 listened to? (applause) The money spent by the Town
4 --

5 MICHAEL TREPANIER: I'm sorry. Your time
6 is up.

7 MARIA ROMANO: Yes, I am sorry, too, but --

8 UNIDENTIFIED SPEAKER: You have a minute
9 and twenty seconds left.

10 MARIA ROMANO: He wants to give me this
11 minute and twenty seconds.

12 MICHAEL TREPANIER: No, that is not how we
13 are doing this. I'm sorry.

14 MARIA ROMANO: Not how we are doing this.

15 MICHAEL TREPANIER: I'm sorry. Every
16 speaker has thirty -- three minutes. We are going to
17 move on. We need to be fair. Please step back.

18 MARIA ROMANO: Fair, yes, okay. (applause)

19 MARIE ROSE, MODERATOR: Next person who
20 wants to speak.

21 JENNIFER GRIFFITH: Does that work? Am I
22 close enough?

23 UNIDENTIFIED SPEAKER: Yes.

24 JENNIFER GRIFFITH: Okay. My name is

1 Jennifer Griffith, G-r-i-f-f-i-t-h, and I have been a
2 homeowner here in East Arlington for over twenty
3 years, and let me be clear, I do have a car and I do
4 drive it on Mass. Ave., and I do not ride my bike on
5 Mass. Ave., but my primary concern is pedestrian
6 safety and increasing pedestrian safety. I believe
7 strongly in this project and I really hope it will go
8 forward. We have had ample opportunity over years
9 and years now of public input. Personally, I am in
10 favor of the original design, which was one lane in
11 each direction, but public input has been taken into
12 account and the design has changed significantly, in
13 ways that I don't necessarily agree with, but I
14 believe that this is a good compromise and we should
15 all be moving forward.

16 I also say that one lane heading out of
17 Cambridge and into Arlington is plenty. We just had
18 an example of how that will work by the snowstorm and
19 the snow banks. We had one lane coming out. Now,
20 yes, there was lots of congestion going the other
21 way. We will have to separate that. That is not
22 what we are talking about. We are just talking about
23 the lane from Cambridge towards the center, and one
24 lane is perfectly adequate for that. Yes, maybe if

1 someone is going to turn left, we might have to just
2 be a little patient. You know, sometimes when you
3 are waiting, it seems like an eternity when it's only
4 really five or ten seconds in reality.

5 So, I totally believe thirty seconds of
6 added time is all that will be incurred with the one
7 lane in the future because, as I said, it doesn't --
8 thirty seconds can seem like a very long time. So, I
9 am very much in favor of this project. I think we
10 have ample evidence that one lane will be fine, and I
11 hope that we move forward and I am just really
12 disappointed that we are not already starting
13 construction this spring. So, please, please, please
14 just don't let this get derailed. Thank you.
15 (applause)

16 CHAD GIBSON: My name is Chad Gibson. I
17 live on Varum Street in East Arlington, and I
18 committed a misdemeanor tonight on my way to the
19 meeting. I have stolen some town property from
20 Grafton Street, which I will return on my way home,
21 from Grafton Street and Orvis Road and, for those of
22 you that don't live in that area of the neighborhood,
23 these are the flags that you can use to wave --

24 UNIDENTIFIED SPEAKER: I use them.

1 CHAD GIBSON: -- to the cars as you cross
2 the street, right? And this is not just a flag.
3 This is an admonition of our inability in this Town
4 to move a process forward and take pedestrian safety
5 seriously. This should not happen here. I
6 understand why we did it but it shouldn't happen
7 here.

8 It is just not right, and, you know, you
9 have to ask yourself a couple of questions when you
10 live in East Arlington. It's a great neighborhood.
11 I think everybody should move there. Houses are
12 going off the market quick, and lots of families
13 moving, great spot to live. It is obvious why people
14 are moving there.

15 The question is, though, if you have a car,
16 which I do, and I have a bike and I have a young
17 daughter that is seven months old. When you go on
18 Mass. Ave. in your car, are you worried about her
19 safety? If you go on Mass. Ave. with your daughter,
20 crossing the crosswalks with her in a stroller, are
21 you worried about her safety then? Would you ever
22 consider taking your daughter on Mass. Ave. in a bike
23 carrier?

24 The problem is, right now I think that

1 answer is only yes, no, and no. No, I am not worried
2 about her safety and, yes, I am and, yes, I am. That
3 answer needs to be, I am not worried about her safety
4 if I walk. I am not worried about her safety if I
5 drive and I am not worried about her safety if I
6 decide to ride. That is what needs to happen in this
7 town.

8 You know, Mass. Ave. was built, you know, a
9 long time ago, we pulled up the railroad tracks and
10 we paved the thing. I wasn't even born yet. I have
11 only lived here for five years. This is not the
12 Arlington of your mother, of the 1950's. This
13 roadway needs to come into the twenty-first century,
14 2028. We have got to move this thing forward and I
15 am glad to see the support for this and I hope we
16 move forward. Thank you. (applause)

17 MARIE ROSE, MODERATOR: Yes, sir.

18 PARKE WILDE: My name is Parke Wilde, W-i-
19 l-d as in David-e. I am a parent of two Arlington
20 Public School students, and I am a resident of East
21 Arlington. I have been living here for ten years,
22 and I am very happy to be here. I am a member of
23 Calvary Church. I am a member of community
24 organizations here. I go to Vincent's Barber Shop

1 where Frank, the proprietor, and many other people
2 are concerned about the -- about the changes that
3 might be coming to East Arlington and I want to take
4 a second and reflect on everybody who is here trying
5 to speak up civilly, trying to engage in the
6 democratic process. Think about the friends who are
7 standing shoulder-to-shoulder with you here, who may
8 have a different point of view of your own, and
9 reflect on why is this a tense process? Why is this
10 a hard process?

11 It is a hard process because we have to
12 make decisions together about things that aren't our
13 own property, that are our shared property, that are
14 our public spaces, and think about how hard it is to
15 get all the automobile traffic access you want, and
16 all the pedestrian access you want, and all the
17 bicycle access you want, all at the same time.

18 The reason people are taking, you know,
19 some hard comments is because this is hard to do. It
20 is hard to meet everybody's needs at the same time;
21 and so, I thank everybody here, even though somebody
22 said, you know, there was some jeering or something,
23 basically, I didn't hear too much of it. I thought
24 we all kept to the time, and I will, too. We all

1 kept to the time and we all listened to each other.
2 I heard a lot of people applauding for people from
3 both points of view, and I think that is all for the
4 best, and thanks for having this hearing and for
5 taking our thoughts into consideration. (applause)

6 PHIL LOHNES: I am Phil Lohnes, L-o-h-n-e-
7 s, nothing like it sounds. I live on Bartlett Ave.
8 I have been in Arlington since 1990, though on
9 Pleasant Street at first, but I chose to stay here.
10 I am a CPA and I have worked at six technology start-
11 ups, which either means I like risk a lot, or I am a
12 very slow learner, and the bicycle advocates here, if
13 you look on pretty much any bike path, you will see
14 my name, but that isn't necessarily the point of view
15 I bring, or at least it is one I understand but it is
16 one that needs to be considered in balance with other
17 things.

18 One of my concerns is, I believe this model
19 shows traffic in 2028. It is my understanding, but I
20 may not be correct, that part of that model shows
21 that the traffic is twenty percent less than it is
22 today. Is that correct?

23 MARIE ROSE, MODERATOR: Alan, would you
24 answer that?

1 PHIL LOHNES: What is the assumption?

2 ALAN CLOUTIER: If I remember correctly, we
3 assumed a half a percent per year annual growth rate,
4 so from 2008, so roughly ten percent more.

5 PHIL LOHNES: It's not how it (counts) but
6 don't worry about that. Well, a couple of other
7 things, I have done, because I have done technology
8 start-ups, a number of models and when one does a
9 model one has one's own biases in it, whether one
10 likes to or not. So, in my thirty years, last year
11 was unique in that revenue actually exceeded my
12 projections. In the other twenty-nine, not so much.

13
14 This is one of my problems with models, is
15 even when one is trying to be honest with oneself,
16 one often errs, and I am really concerned about this.

17 I just, I simply look at Arlington Heights on a
18 Saturday, and it is one lane in each direction, and
19 Saturday is not that busy a day compared to rush
20 hour, yet it is tied up constantly and it is two or
21 three light cycles to get through.

22 Also, people keep talking about thirty
23 second of -- well, at thirty miles an hour, a one
24 mile trip is two minutes. So, that's actually a

1 twenty-five percent increase. It is not some trivial
2 amount and, also, if one puts one's feet into the
3 oven and is handed a bunch of ice, when it is average
4 what, in fact, what you will have is a situation
5 where somebody is parallel parking in one lane and
6 then you are delayed certainly more, or you are
7 behind a bus, who is behind someone. Now, you have
8 an option to go around where, in the future, you will
9 not.

10 I am quite concerned that the model doesn't
11 really fully comprehend these things in the way it
12 does in personal short interactions but overall and,
13 yes, it is the greatest good for the greatest number
14 but --

15 MARIE ROSE, MODERATOR: Thank you.
16 (applause) Yes, sir.

17 GLENN KOENIG: My name is Glenn Koenig.
18 That is K-o-e-n-i-g. Glenn has two n's. I live at
19 16 Hopkins Road. The travel lane I used to get here
20 tonight was the sidewalk because I walked here. I am
21 lucky I live close enough to Town Hall.

22 I want to thank all the public officials,
23 and especially the Town Meeting Members who come into
24 this hall and spend a whole lot more hours than we

1 are going to spend here tonight, and I want to thank
2 them all for working so hard and being on Town
3 Meeting. I was on Town Meeting myself for sixteen
4 years, and I know what it is like.

5 My point is that software has bugs and
6 engineers are human, and so are planners, and they
7 can make mistakes. When the project is done, in
8 spite of the best plans, some things might not work
9 the way you would expect. What I want to know is,
10 after the paint on the last stripe is dry, what, if
11 anything, in the way of resources will be devoted to
12 analyzing how well it works, including additional
13 plans, adjustments and finding ways for different
14 levels of government to work together to solve the
15 problem.

16 I point to the example of Arlington Center.

17 I have lived in Arlington thirty-seven years. I
18 know what I am talking about. It took twenty years
19 to extend the right turn arrow another few seconds to
20 allow a reasonable number of cars to get through it.

21 Twenty years. I don't want to see this project all
22 done and buttoned up, and everybody at this table
23 walk away from it, and leave whatever remaining
24 problems there are unaddressed for decades. I would

1 like to see the follow-up after this is done.

2 (applause)

3 I am a Software Engineer. I know, half the
4 time in my job is spent debugging. I don't expect
5 that roads are going to take that long but, if
6 anything, the answer that you gave about why not do
7 sandbags and lines sounded to me like a
8 jurisdictional dispute. I expect my levels of
9 government to cooperate with each other, not say, it
10 is not my job. (applause) Okay? I want somebody to
11 solve the problem of, okay, if the Town hasn't
12 approved putting the sandbags and the extra striping
13 for testing, then let's get together and make it
14 happen rather than having little wars that say, I am
15 doing my job and they have got to do theirs, and I am
16 not talking to them. That's my question. Thank you.

17 (applause)

18 MARIE ROSE, MODERATOR: Yes, ma'am.

19 RACHEL STARK: Thank you. My name is
20 Rachel Stark, and I have -- I will try to tip this
21 down. There. I have lived in Arlington fifteen
22 years, and East Arlington for two years. People live
23 in Arlington because they love it. People are very
24 loyal to Arlington and that is one of the things that

1 I love about Arlington. These meetings may have
2 started as an engineering project but now they are
3 about who we are, and that does need to be
4 recognized.

5 Living in a family or a neighborhood, or a
6 community like Arlington is about sharing,
7 cooperating, taking turns. Thousands of people
8 travel down Mass. Ave. and across Mass. Ave. every
9 day. It may actually be tens of thousands. It is a
10 lot. It is right and it is fair that we all take our
11 fair share of travel time on Mass. Ave., but no more
12 than our fair share of travel time, and that includes
13 everybody.

14 Cars, buses, trucks, pedestrians, bicycles
15 all use Mass. Ave. We all deserve to be safe. We
16 all have, I would say, moral obligation to travel
17 safely and to travel carefully, taking care of
18 ourselves, taking care of each other. It is the
19 right thing to do, to take turns with our travel time
20 on Mass. Ave. Travel, travel safely, travel nicely,
21 share, help all of our neighbors stay safe, and I
22 hope that this project, and all of us in this room,
23 keeps that in mind. Thank you. (applause)

24 MARIE ROSE, MODERATOR: Yes, sir.

1 EDWARD STARR: Can you hear me now? Good.
2 My name is Edward Starr, two r's, and I am Past
3 Chair of the Transportation Advisory Committee in
4 Arlington for the years 2001 to 2011.

5 UNIDENTIFIED SPEAKER: You have got to
6 speak up, Edward.

7 EDWARD STARR: 2001 -- I am Past Chair of
8 the Transportation Advisory Committee, known as the
9 TAC, from 2001 to 2011. I have also been a Town
10 Meeting Member for about fifteen years, and I, like
11 the previous gentleman, I come from the high tech
12 industry. I am a retired President of (1:50:23)
13 Technologies in Cambridge.

14 A little history, since I was Chair in
15 2001 --

16 UNIDENTIFIED SPEAKER: Speak up.

17 EDWARD STARR: In 2001, the Louis Berger
18 Associates was asked by the Town to consider options
19 in this section of Mass. Avenue. This was
20 precipitated by pedestrian deaths on Mass. Avenue in
21 the previous few years.

22 In 2002, the TAC presented at a meeting of
23 the East Arlington Good Neighbor Committee in the Fox
24 Library. The options developed by Louis Berger

1 Associates and had discussions about them with the
2 citizens of that committee. The attendance was
3 probably forty or fifty people at that time and we
4 had several other meetings with them.

5 Out of this came some key objectives that
6 the community chose for this project; improved safety
7 for all users, motorists, pedestrians, cyclists,
8 maintain mobility at an acceptable level of service,
9 encourage a more orderly traffic flow, enhanced
10 streetscape and increase business patronage. These
11 objectives have been held throughout the current plan
12 twelve years later and I strongly support this
13 project, and I would like to get along with it. I
14 have been working on this for over a decade. Thank
15 you. (applause)

16 MATT CARTY: Hi. My name is Matt Carty.
17 That is spelled C-a-r-t-y. I am your neighbor from
18 Medford, who gets a lot of -- pays a lot of Federal
19 and State income tax, and I welcome you to spend this
20 on this project. I just hope you spend it wisely,
21 but what I bring to the community is, I bring my
22 business, and I bring my business where I can get to
23 safely riding my bicycle.

24 I leave Medford in the morning. I ride my

1 bike to Downtown Boston. I ride home at night. I
2 stop at places. I patronize restaurants. I
3 patronize stores and I, frankly, don't go here
4 because Mass. Avenue is so scary. There are plenty
5 of other places to shop around here, that get my
6 dollar. I would be delighted to bring my dollar in
7 the future when you are done with the project.

8 A couple of points to make, one of them is,
9 you know, it really is simple math. If you have two
10 lanes, you get twice as much throughput, right? Any
11 first grader knows that. It is a good thing we don't
12 allow first graders to vote because it is not exactly
13 true. Our friends in the road design profession know
14 that, and they don't have time to explain it at a
15 public meeting like this. We don't do brain surgery
16 or fly airplanes by committee. Hopefully, the road
17 design by committee can be strongly influenced by the
18 DOT professionals and the engineers who propose this
19 design.

20 There are other forces at play here. The -
21 - societally, you know, driving is on the decline and
22 there is a lot of predictions, a lot of good study
23 out there that says, you know, the car is no longer
24 king. Young people, generations, jobs, are driving

1 less. They are going to places that have public
2 transportation and bike lanes. They are bringing
3 their money. They are bringing their skill. They
4 are spending their dollar.

5 The Mayor of Chicago got in a tiff with the
6 Mayor of Seattle recently saying, I am going to
7 outbuild you for friendly, walkable, sustainable
8 infrastructure because I want your young people to
9 bring jobs and money. They are fighting with each
10 other and communities that don't get on the bandwagon
11 are going to lose.

12 Now, the Greater Boston area, there's a lot
13 of open mindedness. There's a lot of use towards
14 things like safer streets for crossing, wide
15 sidewalks, bicycle lanes. It's a winning
16 combination. It's winning in the long view. The
17 car, you know, catering to -- you want a four-lane
18 road? 93 will take you straight north. Route 2 will
19 take you northwest. Leave Mass. Ave. as a place for
20 human beings. Thank you very much. (applause)

21 CYNTHIA MESH: My name is Cynthia Mesh, M-
22 e-s-h. I will use the mike that seems to work. I
23 live at 67 Grafton Street, right between Broadway and
24 Mass. Ave., and that is one of the most treacherous

1 crosswalks in all of Arlington. I would like to
2 bring this home. I would like to tell you a true
3 story of crossing that street with my son when he was
4 nine, and two other boys as I was taking them to the
5 Hardy School in the morning.

6 We were crossing the street. I am an
7 extremely safety conscious person and yet, at the
8 other end, as we were approaching Sabatino's, it just
9 so happened that one of the three boys who was with
10 me was hit by a car. I had taken every precaution,
11 as had the children. It was a slow circumstance and,
12 thank goodness, there was no damage to the child
13 physically.

14 I have been there. Many of us have had
15 near misses more times than we can count on a four
16 lane pedestrian crosswalk. So, I am left to ask,
17 when I hear the opposition to the project, it is
18 going to be more time to travel. It is going to
19 bollox up the traffic. How much more time? Is it
20 thirty-six seconds? Is it four minutes? If I am
21 left to weigh four minutes of additional travel time
22 in the morning versus the life of that little boy who
23 was crossing with me, I will chose the pedestrian
24 safety every time, and I hope that fellow citizens of

1 Arlington would feel the same way, and that is all I
2 have to say. Thank you very much. (applause)

3 MELISSA MACDONALD: Hello. My name is
4 Melissa MacDonald. I live in Arlington Center, and I
5 am a parent, a business owner of a landscape
6 architecture firm based in Arlington.

7 I have participated in every Mass. Ave.
8 Corridor Project public meeting except one since the
9 first meeting was held in October of 2008. As a
10 landscape architect who has worked on many other
11 projects, I can assure you that there has been ample
12 opportunity for the public to contribute ideas for
13 new designs, and to be involved.

14 At the recent public kick-off meeting for
15 the Town's New Master Plan Project, it was plainly
16 evident that what many Arlingtonians want is a
17 vibrant town that is welcoming to all. Some of the
18 wishes that were heard repeatedly that evening were
19 for adding bike lanes on Mass. Ave., more trees to
20 town, adding to the vibrancy of street life, and
21 making Mass. Ave. safe for pedestrians, cyclists,
22 public transportation and cars. That sounds like the
23 Mass. Ave. Corridor Project.

24 Bike lanes are being added in towns and

1 cities across the country at an exponential rate.
2 New York City has installed over three hundred miles
3 of bike lanes in the past few years. Across the
4 river, Boston has installed bike lanes throughout the
5 City, as well as over a thousand bikes in the City's
6 Bike Share System.

7 To the concern of bike lanes on state
8 highways, I have seen that bike lanes are typically
9 prohibited on roadways where higher speeds, such as
10 fifty miles per hour, are allowed. There are already
11 state highways that have bike lanes. Mass. Ave. in
12 Cambridge, also known as Route 2A, and Comm. Ave. in
13 Boston, or Route 2. Mass. Ave. in Arlington has a
14 low speed limit and is effectively our main street.
15 It is a perfect location for bike lanes.

16 Bike lanes on vehicular roadways are here
17 to stay. If this project is killed this year, it
18 will be back in one form or another within ten years.

19 This is where things are going. Let's implement the
20 project now, as design, while Federal and State funds
21 are available to pay for the lion's share of it.
22 Thank you. (applause)

23 JEFF MAXTUTIS: Good evening. My name is
24 Jeff Maxtutis, M-a-x-t-u-t-i-s. I am a

1 Transportation Planner with over twenty-five years
2 experience. More importantly, I served on the
3 Transportation Advisory Committee in town for the
4 last nine years, and I am currently the Co-Chairman.

5 I am also liaison to the MassDOT Safe Routes to
6 School Program here in Arlington.

7 I and the Transportation Advisory Committee
8 continue to support the project for the following
9 reasons. It provides more orderly flow of traffic,
10 slows down traffic in the neighbor -- for the
11 corridor, increases safety for all users, reduces
12 pedestrian crossing distances, provides additional
13 travel lanes, traffic lanes, where needed at
14 intersections.

15 Today, we have one wide, inefficient travel
16 lane in each direction, only one designated travel
17 lane. It encourages speeding, swerving traffic and
18 unsafe conditions, especially for pedestrians and
19 bicycles, as well as motorists.

20 The proposed plan will provide two lanes in
21 the eastbound direction with a striped bike lane and
22 parking. This will better organize traffic, reduce
23 pedestrian crossings and improve safety for bikes.

24 I want to talk a little bit about the

1 westbound direction because that is the main concern.

2 We are proposing one wide travel lane between
3 fourteen to fifteen feet wide. It is three feet
4 wider than a travel lane you have on a highway. It
5 is proposed along side a five foot wide striped bike
6 lane and parking. Except at intersections, the
7 overall width of the roadway really isn't changing.
8 It is the same width. The only difference today is
9 motorists in the future will have a five foot bike
10 lane next to the travel lane. Really, we are talking
11 about paint here, that additional travel lane.

12 One of the main concerns is that, will one
13 lane westbound create delays for traffic getting
14 stuck behind left turning vehicles? The answer is
15 no. If the drivers can't wait, they can go around
16 this vehicle. We have one wide lane. You can
17 infringe on the bike lane if you have to. It is not
18 encouraged, but it is not illegal to do so. You need
19 to infringe on the bike lane for parking at
20 intersections, also. This will not create additional
21 delay.

22 The additional analysis results requested
23 by the FHWA shows that the westbound travel lane will
24 not significantly impede travel flow. In addition to

1 that, the previous analysis had also supported that.

2 I and the Transportation Advisory Committee strongly
3 recommend moving forward with this project which
4 improves -- which provides improvements for all
5 travel modes. Thank you. (applause)

6 SCOTT (CROUT): Good evening. My name is
7 Scott (Crout). I was raised in Lexington. I spend a
8 lot of my time in Cambridge. I have been staying
9 with a friend lately in Arlington because there is so
10 much noise with this project. I have a lot of
11 experience in Cambridge dealing with real situations,
12 construction planning, environmental impacts,
13 planning board meetings, this kind of thing.

14 I am astounded to hear that you have had
15 all these hearings, all this time, and this project
16 has not come to fruition. I am amazed at this. I
17 would like to express my sincere appreciation for the
18 board of DOT representatives here, the planning
19 process, the patience of this town, all the concerned
20 divisions, the responsibility of the audience. I
21 really appreciate what you have done, and I know a
22 lot of people also do.

23 Some quick comments, one thing I have to
24 comment on is, a person suggested trying four lanes

1 versus lanes and just trying it by putting like cones
2 in the streets and watching throughput traffic flow,
3 that kind of thing, just see what happens, give it a
4 trial run. You can't do that because what is
5 involved as part of this process is changing the
6 lighting sequencing, the abutments in the roadway.
7 That kind of situation is not an apples to apples
8 comparison because the sequencing is going to be
9 optimized and the changes in the layout of the
10 roadway. So, you can't just try it and see if it
11 works or see how poorly it works.

12 Another thing is, the going from four to
13 three lanes was on the basis of safety. That is not
14 a question of throughput. The mile -- I will talk
15 about that in a second. It is a question of safety.

16 What happens with a third lane, you allot a -- you
17 allot -- you allot room for the bike lanes. Four
18 lanes will not do that. There is not sufficient
19 space with a four-lane situation to safely allow
20 buses, bike lanes and four lanes of traffic to
21 coexist together. You can't do that. So, the idea
22 that four lanes will work doesn't -- is not on a
23 safety basis. It doesn't apply there.

24 As far as transportation and planning

1 models, I have had some experience with that. The
2 models are, you do correlation runs with statistics.
3 They are back-tested for accuracy. They are run on
4 historical databases to confirm the accuracy of the
5 models.

6 As far as biases go, you have to be very
7 careful with the physical bias, whatever kind of
8 bias. I wouldn't assume that is a given at the
9 onset. You have to -- a lot of been done in
10 transportation and planning over the past twenty
11 years and -- but best of luck with this project. I
12 really think you should do it. You have got roving
13 chaos out there which is (2:04:56 - inaudible phrase
14 due to applause)

15 MARIE ROSE, MODERATOR: Thank you. Yes,
16 sir.

17 JOHN ASLANIAN: My name is John Aslanian.
18 I live on Tufts Street in East Arlington. Some of
19 the things that I would like to say tonight have
20 already been said.

21 First off, I will talk about the fact that
22 I am a new homeowner in Arlington and one of the main
23 reasons why I chose to purchase my home in East
24 Arlington is this project. I find it an absolutely

1 compelling reason for someone in their thirties to
2 come to the Town of Arlington to put my money in the
3 small businesses of Arlington, to support the
4 tradesmen that live in Arlington, to eat at the
5 restaurants where Arlingtonians work and, you know, I
6 own a car, so I could be here because I have got a
7 vehicle. I am a very strong supporter for Elderly
8 Rights. So, I could be here to support the elderly
9 community in Arlington, who will benefit from this
10 project because of a better bus system that will
11 allow them to have an easier way to get on the buses,
12 a safer way to get to those buses, etc.

13 I could not be here tonight because my
14 cousin is making his television -- national
15 television debut playing soccer tonight right now,
16 and I can't be there because I am that much of a
17 supporter of this project, but that is not such a big
18 deal. I think the biggest deal of all is the fact
19 that Saturday night I became the proud father of my
20 first child. (applause)

21 I did some fuzzy math. I did some fuzzy
22 math. We have heard a lot of fuzzy math over the
23 last couple of years around here, and so five percent
24 of my daughter Lucia's life, five percent of her life

1 I have spent listening to my fellow friends. I am
2 very proud of that. I think she is really proud,
3 too, because this project is about the ability for me
4 to cross that street with her in a stroller, for me
5 to go down that street with her on the back of my
6 bike, and me to take her on a bus ride downtown or
7 out to Lexington for whatever reason one would do
8 that.

9 And so, if these comments are going to the
10 -- a couple of other things, one, for the people that
11 are not in support of this project, and I will speak
12 very quickly, we talk about four lanes. That will
13 not be possible with two parking lanes which means,
14 if you, in April, say yes to that ballot initiative,
15 that means you are going to be eliminating parking
16 for small business owners. We cannot do that. You
17 must vote no.

18 And finally, for all of the elected
19 officials here of various generations, I think the
20 Federal Government should be listening to all these
21 Elected Officials and going with the local voice.
22 Thank you very much. (applause)

23 MARIE ROSE, MODERATOR: Yes, ma'am.

24 ELISABETH CARR-JONES: My name is Elisabeth

1 Car-Jones. That is spelled C-a-r-r hyphen J-o-n-e-s.

2 I am a Member of the Transportation Advisory
3 Committee, Member of Walking in Arlington, and one of
4 the Safe Routes to Schools Liaisons here in
5 Arlington. I have participated in this project since
6 the early days of 2002 when there were meetings about
7 how to make it better. I want to clarify to everyone
8 that pedestrian safety was always a primary catalyst
9 for this project, and that pedestrian safety and
10 pedestrian operation are two different things.

11 In the most recent town wide Vision 2020
12 survey on transportation priorities, nearly sixteen
13 hundred responses came in and pedestrian safety was
14 ranked number one. This is still the most current
15 information we have for the entire town.

16 The project, as it is developed, will
17 increase pedestrian safety by reducing traffic speed,
18 especially at non-peak times. It will limit the
19 number of traffic lanes that pedestrians need to
20 cross, which reduces the multiple threat crash that
21 we heard about, and it provides elements to increase
22 pedestrians visibility and reduce crosswalk length,
23 which I think is worth it.

24 There has been complete agreement from all

1 the traffic professionals on one thing, and that is
2 that four lanes are not necessary for this section of
3 roadway. By including an unnecessary fourth travel
4 lane for traffic, you do at the expense of other
5 modes of transportation, pedestrians, bikes, transit
6 users. For Arlington's main street, which Mass. Ave.
7 is, its priorities really have to be to share the
8 road and safety and mobility for all on our main
9 street is essential.

10 So, I think sound decisions have been made
11 throughout this project. There has been a lot of
12 compromise, a lot of discussion. Let's just move
13 ahead. Let's get it done. (applause)

14 DEANNE DUPONT: My name is Deanne Dupont,
15 D-u-p-o-n-t. I live in Arlington and, although not
16 in East Arlington. However, I participate in a food
17 recovery project, and I am constantly delivering food
18 to organizations and individuals in East Arlington.
19 One of the factors that I have encountered is, I have
20 to park on Mass. Ave., in the westbound lane and
21 unload a van with boxes of food in it, and I feel my
22 life is in danger when I do this because I can't
23 always pack the van so that I can unload on the
24 sidewalk side. So, for me, I mean, I am like a

1 delivery person, and it is very dangerous for me and,
2 if there was a bicycle lane, and wider lanes, I would
3 much rather be hit by a bicycle than by a car. I
4 could survive that.

5 And so my -- I am in favor of this proposal
6 and I don't think anyone has brought up the fact that
7 there are trucks making deliveries along Mass. Ave.,
8 and there is also the safety of those individuals, as
9 well. Thank you. (applause)

10 MARIE ROSE, MODERATOR: Yes, sir.

11 DAVID WATSON: I am David Watson, W-a-t-s-
12 o-n. I am a homeowner on Franklin Street, and I am
13 also the Executive Director of Mass. Bike, the
14 Massachusetts Bicycle Coalition. I personally, and
15 Mass. Bike, as an organization, are very much in
16 favor of this project, and we encourage you to move
17 it forward as quickly as possible.

18 I bike on Mass. Ave. I walk on Mass. Ave.
19 I own a car. I drive on Mass. Ave., and I also take
20 the bus on Mass. Ave. So, I experience it in all
21 different modes that are involved in this project and
22 what it comes down to is, this project is about
23 balance. It's about finding an appropriate and
24 reasonable balance between the needs and the safety

1 of all of these modes, and I believe that the design
2 that has been presented does that.

3 It is not a perfect design. There have
4 been many compromises along the way. Would I like
5 there to be even more space for the dedicated,
6 separated facilities for bicycles? Sure, I would but
7 bike lanes are a reasonable compromise that work in
8 the space that is available.

9 I think that the public process has been
10 very extensive in this project. The public has been
11 listened to. The design has been modified
12 extensively in some ways that I don't approve of,
13 such as the addition of the second travel lane in the
14 eastbound direction but, again, these are reasonable
15 compromises that strive to address the concerns of
16 the public.

17 So, again, I urge you to move forward with
18 this project. It finds an appropriate balance. It
19 looks to the needs of Arlington now and in the
20 future. All of the models that we are looking at go
21 out to 2028. I think this project gives us a vision
22 of what Arlington would want to see in 2028 and
23 beyond. Thanks very much. (applause)

24 DREW HITE: I am Drew Hite, H-i-t-e, Varnum

1 Street. I am a supporter of the plan. This feels a
2 little bit like Groundhog Day, so I am not going to -
3 - I will be brief, but one point I wanted to
4 reiterate is that the Town has done -- really bent
5 over backwards to listen, to get input, and to
6 incorporate that input into the operation of the
7 plan, many of which I don't agree with, but I
8 understand the compromise and I want it to move
9 forward with that plan. (applause)

10 MARIE ROSE, MODERATOR: Yes, ma'am.

11 MARCI SHAPIRO: I am going to try to use
12 this one. Hi. My name is Marci Shapiro. I live on
13 Lake Street. Back in 2000, I was living on Grafton
14 Street, and I was crossing the crosswalk there one
15 Tuesday morning in December, and was hit by a car
16 three-quarters of the way across the street, and that
17 was back in 2000, and it has been a long road but I
18 am so glad to be here at this point, talking about
19 these things, and I would be very upset if the
20 project doesn't go anywhere after this.

21 Something has to be done. I wasn't the
22 first person to be hit. I won't be the last. I am
23 lucky I wasn't more severely injured than I was, and
24 I have to say, one of the most shocking things to me

1 was on the police report where it said the number of
2 lanes, and it said two, and I couldn't believe it. I
3 was like, what do you mean it's only two lanes?
4 Everybody drives it as four. What does that mean?

5 And then, that started a process of
6 personally trying to get something done in that
7 crosswalk and finding out how difficult it was going
8 to be, even just to put in a light or something; and
9 so, I am really glad that, even though it is taking
10 so long, things are happening, things are moving
11 forward, and it would be a shame if we can't come
12 together as a committee and get this done.

13 Nothing is going to perfect. We know that.

14 We have heard that. Nothing ever is, but something
15 has to be done, and I appreciate all the hard work of
16 the professionals and the people who know what they
17 are talking about, and have looked at this, and have
18 come up with what looks to be a pretty good solution.

19 So, I am in full support of the program. Thank you.

20 (applause)

21 MARIE ROSE, MODERATOR: Yes, sir.

22 ALEX BILSKY: My name is Alex Bilsky. I --
23 that's B-i-l-s-k-y. I live in East Arlington. I am
24 the father of a second grader at Hardy School, and a

1 girl who will be starting Hardy School next year in
2 Kindergarten, and I am here to speak in support of
3 the Mass. Ave. plan. As Cynthia said so eloquently,
4 I believe that any slight inconvenience to cars or
5 even if it is a more than slight inconvenience to
6 cars to make it safer for pedestrians then it
7 absolutely has to be our priority as parents and as a
8 community.

9 I -- when I started coming to these
10 meetings, I could only imagine walking my daughter to
11 school because she wasn't even in Kinder -- my
12 daughter was not even in Kindergarten at that point,
13 but now that is something I do frequently, and now
14 that she is in second grade, I am starting to imagine
15 what it is going to be like when she is crossing the
16 streets by herself and, from all those experiences,
17 the experiences people have relayed crossing Mass.
18 Ave., I think that we all know that Mass. Ave. right
19 now is very dangerous to cross.

20 Because we have Thompson students coming to
21 the Hardy School now, temporarily, we do have a
22 crossing guard helping families cross in the morning.

23 When the Thompson kids go to their new school, my
24 guess is that crossing guard is going to go away and

1 we will be back to the situation we were in a year
2 and a half ago where families were just crossing and
3 going forward, and doing their best, and that was not
4 a safe situation. I believe this plan will make it
5 safer for families to cross Mass. Ave., and I think
6 that is important.

7 Just a few weeks ago, a second grader was
8 hit by a car crossing a different road, Herbert Road.

9 Luckily the car was going slowly. She wasn't hurt,
10 but the situation could be very different and there
11 are many near misses, as you have heard, and actual
12 people being hit along Mass. Ave. We need to do
13 something about it.

14 My family moved here to start a family, to
15 East Arlington because it was a community where you
16 could walk to shops, walk to restaurants, walk your
17 kids to school. That is what is important to us
18 about Arlington, is being able to walk to things,
19 being able to be safe with your family, not being
20 able to drive lots of places really fast. That is
21 not what's -- it's, we don't see it as a highway that
22 has some houses there. We see it as a community and
23 we want -- I would like this plan to go forward to
24 keep it a safe, livable walking community. Thank

1 you. (applause)

2 JENNIFER HITE: My name is Jennifer Hite,
3 H-i-t-e. I live on Varnum Street. All of my
4 comments have already been said, so I will be brief,
5 but I do want to say, I am very much in support of
6 the plan, the pedestrian improvements. Specifically,
7 I wish there was only one lane in direction because I
8 feel like pedestrian safety was better at that point,
9 but we have heard public input and have added another
10 lane. I am all for that compromise and hope it moves
11 forward. Thank you. (applause)

12 LARRY SLOTNICK: Hi. My name is Larry
13 Slotnick. I live on Grafton Street. I have owned a
14 home here for five years.

15 MARIE ROSE, MODERATOR: Could you spell
16 your last name?

17 LARRY SLOTNICK: Yes. That is S-l-o-t-n-i-
18 c-k. Everything has been said, more or less, and I
19 am wondering what I could say that might be
20 impactful. I can't understand why there is such a
21 strong need in the hearts and minds of so many people
22 to have four lanes on Mass. Ave. It just doesn't
23 make sense. This is not the seventies or the
24 eighties, or nineties, we are in the 2000's. Our

1 society is changing. People do not want to have to
2 get in their car to go do the things they want to do,
3 such as taking their kids to school, shopping where
4 you want to shop, doing some kind of recreation,
5 traveling around your own town, and supporting the
6 folks who own shops and businesses in the town.

7 I am a business owner in Somerville. I
8 would actually like to become a business owner in
9 Arlington, on Mass. Ave. If you look at the stretch
10 of Mass. Ave. in East Arlington, there are quite a
11 few businesses there but it is not really anything
12 close to a main street, some words that someone spoke
13 a few minutes ago. A four lane roadway is not going
14 to help Mass. Ave. to become our main street. It is
15 just not going to happen. It cannot happen. It will
16 be, vehicles will travel too fast on Mass. Ave. if
17 there are four lanes. It will not be safe for
18 pedestrians or cyclist.

19 So, I think we really do need to look at
20 what has been put on paper but also think about what
21 we want and hope Mass. Ave. can become, say over the
22 next five to ten, fifteen years. A four lane road is
23 not going to get us there. I just can't believe
24 folks who think about it that way believe that it can

1 get us there because it just cannot get East
2 Arlington to be the best that it can be. I will
3 leave you with those thoughts. Thank you.
4 (applause)

5 RON HOLLAND: I am Ron Holland, H-o-l-l-a-
6 n-d. I moved to Arlington in 1976. Prior to that, I
7 hung around Eastern Massachusetts since '69. I used
8 to drive a cab in Boston, so I am sort of fully
9 trained up on (2:22:46) Massachusetts vehicular
10 anarchy.

11 For the last seventeen years, I have lived
12 on Grafton Street. I have raised three children in
13 this town. I drive. I walk. I take the bus. I do
14 ride my bicycle extensively. In all those
15 capacities, I would really like this plan to come
16 along and get built, and living -- you have heard
17 about Grafton Street, the Grafton Street/Orvis/Mass.
18 Ave. intersection. It is hair-raising.

19 There is something that goes on out on that
20 road. The speed limit is thirty miles an hour but a
21 lot of people don't do it. They really resent
22 stopping in crosswalks. I have been buzzed. I have
23 seen families with small children buzzed. I have
24 seen lots of near misses, and I have seen near misses

1 with a finger displayed. You know, let's get this
2 thing done. Enough already. (applause)

3 RICHARD FREEMAN: Hi. My name is Richard
4 Freeman. We own the Capitol Theater block. I grew
5 up in the sleepy suburb of Arlington called Belmont
6 and I live in Lincoln. We have been privileged to be
7 the stewards of the Capitol Theater for almost two
8 generations now, almost thirty-five years, and we are
9 grateful to our wonderful patrons who have kept our
10 neighborhood theater alive and well.

11 Thank you, Senator Donnelly and Kevin
12 Greeley. It is refreshing to see Elected Officials
13 be forthright and principled. I also want to express
14 our appreciation to the Selectmen, the Planners, the
15 Department of Transportation and support staff, who
16 have devoted so much time and effort, and expertise,
17 over the past four and a half years to advance this
18 project. I am just sorry that some of the dialogue
19 generated into personal insult. That is not
20 acceptable.

21 We have had numerable Town Meetings,
22 Selectmen elections, public hearings, neighborhood
23 gatherings and special presentations. I have been to
24 so many of them, and the process has been

1 educational, transparent, vigorous and, most
2 importantly, democratic. It has been said that
3 elections have consequences. That also applies to
4 Arlington.

5 It is obvious that the vast majority at
6 this meeting, and from what I have seen over the past
7 four and a half year of this process, that the vast
8 majority of people want this project to proceed.
9 They want it done quickly. They want it done
10 smoothly and, for the most important reason, is
11 safety, safety of our families and children, and we
12 will, hopefully, attain that through real crosswalks,
13 new traffic lights and turning lanes. The traffic
14 should be calmed down with the new lane arrangement,
15 and it will provide drivers a sense that they are
16 passing through a living community, a living
17 neighborhood with restaurants, businesses, beautiful
18 homes, a movie theater, and not just blasting through
19 a speedway to get from Point A to Point B.

20 Last but not least, we could use a little
21 bit of beautification in East Arlington. I am really
22 looking forward to seeing wider sidewalks and trees,
23 planters, and making our neighborhoods more amenable
24 to people. So, this boils down to a choice. The

1 twenty-first century or the 1950's and don't get me
2 wrong. I love the fifties. I love Elvis as much as
3 the next person but, if we don't move forward with
4 this project and use the available funding, we are
5 going to witness a slow descent in -- (applause)

6 MARIE ROSE, MODERATOR: Time is up. I'm
7 sorry.

8 RICHARD FREEMAN: Thank you very much for
9 giving me the opportunity. (applause)

10 DAN WHITE: Hi. Can you hear me? My name
11 is Dan White, like the color white. I live on Park
12 Street. I have three young kids. We cross Mass.
13 Ave. frequently from the north side of Mass. Ave. to
14 the south side to visit Spy Pond, the Boys and Girls
15 Club, Walgreen's, various other places. Obviously,
16 as many people have said, it is a little scary right
17 now. I hate to think of when they are middle-
18 schoolers and wanting -- roaming town on their own.
19 I would be a little scared for them crossing Mass.
20 Ave.

21 My sister lives in Cambridge. She has a
22 young child. They don't own a car. I would love for
23 her to be able to visit, ride her bike, which she
24 does everywhere now, to come visit. We would

1 probably ride our bikes along Mass. Ave. more often
2 if there were bike lanes.

3 It seems that the people, the local
4 minority, is concerned about slow traffic times and
5 congestion. I drive my car. I am as concerned as
6 the next guy about, you know, congestion and getting
7 stuck in traffic jams but they really seem to be
8 basing their concerns on fears that are not
9 necessarily based in facts or analysis. It seems
10 like the planners on the project have done a lot of
11 analysis, a lot of calculations using various models
12 through many years. Everything they seem to be
13 telling us is that there won't be significant delays.

14
15 So, I support the project wholeheartedly.
16 I don't think it is the best plan. I think one or
17 two iterations ago of the plan were much better. I
18 don't like the addition of the third lane, to tell
19 you the truth. It has cut down on pedestrian safety
20 on the Pond Lane end of the project, but it is a
21 compromise and it's, you know, the Town Officials
22 have listened to the minority, to the people who are
23 concerned about congestion and they have tried to
24 accommodate their concerns. So, I think this is a

1 good compromise, a good solution, and I look forward
2 to seeing the final product. Thanks. (applause)

3 JAMIE HOWARD: Good evening. My name is
4 Jamie Howard. I am an Arlington resident. I am also
5 the General Manager of the Capitol Theater and
6 Creamery. I am not particularly one for public
7 speaking and, when I walked in tonight, I said, no
8 way but the reason I felt I should speak is that I
9 feel I have a unique perspective. I don't know how
10 many of you can say you spent a good eight hours
11 sitting in a window watching Mass. Ave., but I have
12 and -- many times, and I have witnessed first hand
13 all of the things that people are talking about
14 today.

15 I have watched the elderly and people with
16 children struggle to cross the street in time, even
17 with the crossing signals. I have watched people who
18 are handicapped having a hard time get from the bus
19 to the sidewalk. I have watched people on bicycles
20 take evasive extreme measures to not get hit by cars,
21 and it is terrifies me every time.

22 I have seen people with strollers on
23 sidewalks have a hard time getting through,
24 especially with the snow. Wider sidewalks would be a

1 great idea, and beyond just, you know, I feel the
2 plan really touches all those issues, and once I
3 heard about the plan to fix that, so I started to pay
4 attention and I really noticed that all of those
5 things that really concerned me were being with this
6 plan, and I am very happy with that.

7 And beyond just safety, which is honestly
8 the biggest concern, I would like to speak to the
9 small businesses that are on East Arlington Mass.
10 Ave., and a lot of us depend very heavily on the foot
11 traffic. Not so much the movie theater but the ice
12 cream part of my business is very heavily dependent
13 on foot traffic, especially in the summer time, and I
14 feel that the plan to improve Mass. Ave. with the
15 planters and the wider sidewalks, and the trees, and
16 I think the potential there is so amazing to make
17 East Arlington a place where people want to come and
18 eat dinner at (Canolan's 2:31:23) or Za's and then
19 see a movie at the Capitol, then go shopping at RB
20 (2:31:38), go shopping at (Maximo).

21 I mean, I have been at the Capitol for five
22 years, and I have seen a lot of businesses on my
23 block come and go, and you can be the best business
24 in the world and, if no one is walking by, you are

1 stuck. So, I think that this plan addresses the
2 people's need for safety and also the idea that you
3 can't want a thriving community and not support it.
4 You need to really give us the tools that we need to
5 provide you with the industry that you want. So, I
6 am very much in support of the project. Thank you.

7
8 STEPHEN HARRINGTON: Hi. I am Stephen
9 Harrington, H-a-double r-i-n-g-t-o-n. I am a Town
10 Meeting Member. I guess I could have gone earlier
11 but I like to come near the end anyhow. I have been
12 a resident of Arlington for almost fifty years. A
13 couple of years off for good behavior, otherwise I
14 would be a lifer, and I have walked all over this
15 town. I, you know, and when I hear that pedestrian
16 safety, I have got to tell you, this town does not
17 take pedestrian safety seriously. They never have.
18 Your actions speak louder than all the words I have
19 heard tonight.

20 As I child, I walked to school about a mile
21 away, in the Center, from Gray Street, down Pleasant
22 Street, and I can tell you that Pleasant had four
23 lanes. That is Route 60 for you guys that might not
24 know Arlington. Okay? Look at Pleasant Street.

1 That is the future of Mass. Ave.

2 UNIDENTIFIED SPEAKER: Exactly.

3 STEPHEN HARRINGTON: Pleasant is a
4 disaster. You can sit in traffic for an hour on
5 Pleasant Street in good weather. That is the future
6 of Mass. Ave. In addition to that, when people are
7 stuck in that type of congested traffic, they become
8 antsy. It is very difficult to get across it. When
9 I was four years old, I crossed Pleasant Street,
10 walked down to Spy Pond and went swimming, and that
11 is when there were fifty-two thousand people in
12 Arlington.

13 So, pedestrian safety is not a priority for
14 this town, and it has never been. They don't clear
15 sidewalks in snow. They pile it up on the corners.
16 They are not going to maintain the road that we make.

17 In addition to that, it is going to be a
18 disaster to cut down to three, four, two lanes. I
19 will just say Pleasant Street, and I am going to
20 speak for a minute about your modeling.

21 So, I do a lot of modeling. If you said, I
22 used a differential equation to model traffic flow, I
23 would say, hey, that's pretty good. You used a piece
24 of software that (2:34:04) and all you need to do is

1 have some common sense and look at Lexington, that
2 has four lanes or Cambridge that has four lanes to
3 realize that you can easily fit four lanes in the
4 expansive of roadway in Arlington. You are just not
5 using common sense. You are not using any type of
6 empirical observations to check that your model,
7 which (2:34:30), is giving you good results.

8 So, when you show that graphic of two car
9 doors, a bike, four cars, that doesn't happen on
10 Mass. Ave. once every ten years. So, what you
11 presented was a marketing material to support your
12 conclusion, and you are using modern software to just
13 rationalize it. So, I am -- that's my thoughts and
14 good night. (applause)

15 JOE BARR: Hi. My name is Joe Barr. I
16 live on Park Street, like my neighbor, Dan. Can you
17 hear me because I am not sure if this is working.

18 UNIDENTIFIED SPEAKER: No.

19 JOE BARR: Alright, better? Anyway, it's
20 late. Most of the good comments have been said
21 already. So, I will just add three things. One, I
22 support this project strongly. I want to see it move
23 forward. I want to thank MassDOT, particularly you,
24 for standing the entire evening, and our Elected

1 Officials and Appointed Officials for being here,
2 listening to us, and moving this project forward, and
3 I will address my last comment to the Federal Highway
4 Administration, who I guess asked for this hearing
5 but then decided that they weren't going to actually
6 attend, and just say that they make a lot of bold
7 statements about livable communities and their
8 partnership with sustainable communities, and bicycle
9 and pedestrian accommodations, and so, if they really
10 want to put their money where their mouth is, they
11 need to listen to what was said tonight, which was, I
12 think, overwhelming support for this project, not
13 nitpick over 2028 modeling, which is in fact not
14 really that meaningful. We need to think about what
15 our community needs to be like and figure out a way
16 to support this project and allow it to move forward.
17 Thank you. (applause)

18 STEVE MAHLER: Hi. My name is Steve
19 Mahler. That's M-a-h-l-e-r. I am a resident in
20 Arlington Heights on Bow Street, and I am a business
21 owner in Harvard Square. For the past five years, I
22 have been bicycle-commuting to Harvard Square. That
23 has gone pretty well until last year when I was
24 struck first by a car door from a parked car near

1 Lake Street and, second, by a turning car near Orvis
2 Street. That was a pretty bad collision and I was
3 sent to the hospital.

4 So, now I have found a different way to go.

5 The problem is, I lost East Arlington in the process
6 and the businesses of East Arlington lost me in that
7 process. So, I am really looking forward to the
8 completion of this project because I will get East
9 Arlington back, I feel. Also, the businesses of East
10 Arlington will get me back, and they will get the
11 residents who are pedestrians in the area back, as
12 well. So, I see that as a win/win situation.

13 I have seen this kind of plan implemented
14 in other towns in Eastern Massachusetts. I feel it
15 works. I am very much in support of it. (applause)

16 JULIA MALIK: My name is Julia Malik, M-a-
17 l-i-k. I live over on Marathon Street. I have been
18 there for five years now, and I moved to Arlington
19 because I wanted multi-modal living. Two years ago
20 when I came here to speak for the project, I was very
21 (inaudible phrase 2:37:51) walking, taking the bus.
22 I actually got rid of my car because East Arlington
23 is such an easy place to (inaudible phrase 2:38:00),
24 and a lot of what I would say has already been said

1 but I want to readdress the missing East Arlington as
2 a cyclist.

3 I do that. I bike everywhere. I have been
4 biking for twenty years in this area. It has
5 improved dramatically when you are going to Cambridge
6 or Somerville, even into Boston. You cross Route 16
7 and it is scary, and what is really sad is, I love
8 East Arlington and, yet, I will bypass it. I will
9 take the DCR path, or I will come down Broadway to
10 avoid going down Mass. Ave., and when I have talk to
11 other people who go, wow, the bike path, I have been
12 on that and I have stopped in the Center.

13 Then you talk and you say, what did you do
14 and you realized they stopped in Lexington Center.
15 They don't even know about Arlington and all the
16 wonderful things that Arlington has. We try to
17 explain, there is a great coffee shop. I tried to
18 explain this to a cyclist who loves coffee and,
19 finally, he kind of got it when I explained, it's
20 down the street from the Capitol. He sort of knew
21 the Capitol, and it is one of these things that I
22 would really love to see East Arlington's great
23 business future really be as good or better than even
24 Davis Square or like Lexington Center, and it really

1 has the potential, and to make the improvements, to
2 make it much more accommodating for cyclists, which
3 is something that will show up on your Google map.

4 There would be cycling. If that is a good
5 bike route, that will show up for you as a way to get
6 around, or as a pedestrian. You know, once you get
7 there, you will be able to walk about and hang out.
8 I mean, these are wonderful things thing and I really
9 hope the project goes through as designed. So, I was
10 supporting it two years ago, and I am here again
11 supporting it tonight. Thank you. (applause)

12 JAIME VANSCHYNDEL: Hi. My name is Jaime
13 Vanschyndel. It's V-a-n-s-c-h-

14 UNIDENTIFIED SPEAKER: Can't hear you.

15 JAIME VANSCHYNDEL: V-a-n-s-c-h-y-n-d-e-l.

16 I live on --

17 UNIDENTIFIED SPEAKER: Can't hear you.

18 UNIDENTIFIED SPEAKER: I'm sorry. Try it
19 that way. It's been shut off or something.

20 JAIME VANSCHYNDEL: Have you got my name?
21 Awesome. I live on Cleveland Street with my wife and
22 my two year old. We have a house there. I am also
23 the owner of Barismo. It is on 171 Mass. Ave.
24 (applause) So, I hope that was the coffee shop she

1 was referencing.

2 We are about as bike-friendly as you can
3 get. Six of my seven staff bike to work. I walk.
4 We are pretty active in trying to get a bike rack out
5 front. We do bicycle deliveries. I have thirty-some
6 accounts in wholesale in Cambridge and Somerville
7 that I drive back and forth to, and we deliver the
8 coffee by bicycle. The road is not bicycle friendly.

9 So, to me, it is something that I think that this
10 plan fixes.

11 There's other things about it that I like,
12 making the streets more pedestrian friendly, and you
13 guys have come up with some good compromises for
14 that, to get people to actually cross the street. I
15 have learned very quickly, only cross at the Capitol
16 Theater because that is the only safe place in that
17 area to cross. Grafton, crossing in front of the
18 post office and trying to cross over near Za is just
19 unsafe. I have had too many close calls.

20 I have to go there five days a week to run
21 packages over to USPS, and I just tell my staff, just
22 wait at the light, cross twice, and just be safe, and
23 I made a bet when we came here, it will be five years
24 in September, that this neighborhood would change,

1 and that there would be some construction or some
2 changes to the neighborhood that would meet our
3 customers' needs, and to actually make that
4 neighborhood change. I think a lot of families, like
5 myself, are moving in and making that street more
6 friendly.

7 So, like I say I am fully in support of the
8 project, and I think that I have had people from both
9 sides of the street, and concerned citizens, as well,
10 and from the city. I think we have had so many
11 people come to our shop and talk to us about it, and
12 reach out to us. At this point I think, if people
13 don't know what is going on, then it is their own
14 fault, and I think that everyone I talk to, the
15 support is there. Granted, most of us get up early
16 in the morning to go to work and to do this, but I
17 can't say any more about it other than let's just get
18 going. (applause)

19 SAM MILTON: Hi. Thank you. My name is
20 Sam Milton, M-i-l-t-o-n. I have been an Arlington
21 resident for about five years, and I super love this
22 town. I thank you, first, for coming out here, our
23 Elected Officials for trying to move this process
24 forward over many years.

1 One thing I can say about Arlington is
2 Mass. Ave. East Arlington stretch is an absolute
3 disaster. I am a multi-modal user of Mass. Ave, and
4 I use it by bike, by car, I walk but, as a cyclist on
5 Mass. Ave., the road is a mess. There are tons of
6 potholes. I have to go around the potholes. I have
7 to fear for my life whenever I do that. Walking
8 across Mass. Ave. with my daughter, I have to hold
9 her hand to make sure that she doesn't run and a car
10 doesn't jump out in the road and hit us.

11 I am fully in support of the redesign of
12 the project and I think it will be a fantastic
13 improvement over the current conditions we have. It
14 will bring new life and be a new fun source and
15 address the needs of the town, and increase the use
16 of the businesses on this stretch, and I support it,
17 and thank you very much. (applause)

18 AILEEN GILDEA-PYNE: My name is Aileen
19 Gildea, and I will spell it all for you. Aileen is
20 A-i-l-e-e-n, Gildea G-i-l-d-e-a hyphen P-y-n-e. Yes,
21 I do that all the time. I hate public speaking but I
22 wanted to say a couple of things. I have not seen
23 the problem addressed of the business district in
24 East Arlington does not -- they don't have rear

1 loading. All of those businesses get truck delivery.

2 They double park on Mass. Ave., sometimes up to a
3 half an hour, some of them, or even - and they idle
4 that whole time.

5 I am one of those ones who has sat and
6 watched all of the dangerous things that happen. I
7 am concerned that these trucks are going to be
8 parking in the bike lane so that the shifting goes,
9 the bikes go out into the lane that the drivers will
10 think is theirs, and there is going to be more
11 unsafe. So, I am concerned about loading and
12 unloading, delivery time.

13 We are all on board for improving
14 everybody's safety. No question. No question. I
15 think that there are some things that we could do to
16 make it even safer, but I won't get into them. There
17 was another thing and I have forgotten what it was.
18 So, I will --

19 UNIDENTIFIED SPEAKER: Get into the safety
20 stuff.

21 AILEEN GILDEA-PYNE: I don't remember.
22 This is the part about, that I don't like public
23 speaking because I can't remember what I was going to
24 say, but I would really like to have the delivery

1 issue addressed. I would much rather lose a little
2 bit of widen sidewalks so that there is enough room
3 for safe delivery and safe traffic of both bicycles
4 and cars. (applause)

5 MARIE ROSE, MODERATOR: Thank you.

6 JONATHAN WEISS: Hello. My name is
7 Jonathan Weiss. I am an East Arlington resident for
8 several years. I reviewed the plan at the twenty-
9 five percent step, and I have looked at it again now.
10 I am excited to see that the pedestrian refuge
11 islands are back. They have been in and out, I
12 think. I do feel like people have been listening to
13 input and I am very happy to see those back.

14 I looked particularly at the place where
15 the merge from two lanes down to one will occur in
16 the westbound direction. It looks like people
17 thought about this. It is not put, you know, one
18 foot this side of the Route 16 intersection. It is
19 far enough back that people should be able to get
20 through the light and merge. I know people are
21 worried about how much traffic we can get through in
22 that one lane.

23 I do drive that occasionally. I do believe
24 I will be slowed down a little, but I also don't

1 believe that those two lanes are operating at
2 anywhere near capacity right now, except for very
3 brief portions of the day. In my opinion, and
4 unfortunately I don't have any data to back that up,
5 but I think that is what people were trying to get at
6 with a lot of the modeling that was done.

7 Beyond that, I just want to say that I
8 think this is a reasonably well-thought-out plan, and
9 I support it. Thank you. (applause)

10 CHRIS HASS: Hi. My name is Chris Hass. I
11 am a longtime resident, about ten, twelve years. I
12 am a homeowner in East Arlington, and I have been on
13 many volunteer boards and helped out in government
14 situations where I have had to sit there and not roll
15 my eyes. So, I appreciate the hard work you guys
16 have been doing, those who are here tonight. I know
17 how hard it is to get the spotlight funding to shine
18 on a one mile stretch of road. So, I appreciate
19 that, too.

20 I am actually, apparently, one of the evil
21 people who tends to prioritize driving a bit over
22 biking and walking. So, I intend to -- I commute
23 daily and I think the face validity of the plan is
24 difficult because, when you say we are going to take

1 something that is nice and wide, and spacious, and as
2 someone who used to live in Somerville, where
3 everything is cramped and dangerous, and appreciates
4 the breadth of the roads in Arlington, the thought of
5 narrowing that is a bit frightening.

6 So, I came here hoping to find some data,
7 hoping to be convinced, to learn a little bit more.
8 Unfortunately, at this point, I remain unconvinced.
9 I was hoping to see some data, to see some
10 transparency or a model, some figures with units on
11 them, things like that; and so, if there is a way to
12 get access to that, I would appreciate it. I think
13 it would be good to have.

14 Really, my questions are two-fold. Will
15 this be put to a vote for town citizens to vote on
16 and, if so, when? What is the procedure? Is it
17 possible to stop this? I am not necessarily trying
18 to but, if it were, what is the procedure for doing
19 that? Where are we exactly in the process? Can
20 someone answer that?

21 MARIE ROSE, MODERATOR: I can answer that
22 about the vote. This project, as proposed, it is not
23 going to a vote, per se, for this project. What was
24 your second question?

1 CHRIS HASS: If folks were in opposition, I
2 know you are pitching to a whole town crowd tonight
3 but I suspect there may be other opinions outside of
4 the room, if that were the case, what is the best
5 course of action?

6 MARIE ROSE, MODERATOR: Well, we take all
7 the comments under consideration that we have heard
8 tonight and then, based on what has happened tonight
9 and comments we get after the public hearing, then we
10 make a collective decision with Federal Highway,
11 MassDOT, and the Town on how to proceed.

12 CHRIS HASS: So, folks should send the
13 comments to?

14 MARIE ROSE, MODERATOR: To Tom Broderick.

15 MICHAEL TREPANIER: Chief Engineer.

16 MARIE ROSE, MODERATOR: The Chief Engineer,
17 and it is on the back sheet of the handout. Did you
18 get it?

19 CHRIS HASS: Yes, thank you. (applause)

20 DONNA JANIS: Donna Janis. Last name is J-
21 a-n-i-s, and I live on Mass. Ave. in East Arlington

22 UNIDENTIFIED SPEAKER: Can you get closer
23 to the microphone?

24 DONNA JANIS: I am a fan of the plan. I do

1 have a big concern. On Page 2 of your seventy-five
2 percent engineering drawings, note number five from
3 the surveyor says, the property lines are only
4 approximate. When were they last surveyed? I have
5 heard it is more than a hundred years, and how can
6 you lay a road or take two hundred and forty private
7 property easements without knowing exactly where the
8 property lines are? Does that break any laws or
9 regulations? Who is your land surveyor and when will
10 he or she be surveying these properties? That is a
11 big concern to me.

12 Another concern -- well, I am going to just
13 make a comment. Back in 2009, we submitted a
14 Resident's (2:51:22) Plan Alternative Four-Lane
15 Design, and one of the things we called for was
16 pedestrian on-demand crossing lights at Orvis Road
17 and I think the other one was at Marathon Street and,
18 just as a general comment, I am surprised that your
19 plan doesn't call for any on-demand pedestrian
20 crossing lights. I hope your plan doesn't go
21 through, that we keep four lanes but, if the worst
22 happens and it does, I still think that would be a
23 nice addition, especially at Orvis, which, you know,
24 I do realize we need that kind of help.

1 The other thing is, I have a single lane
2 driveway. My family has lived in the house for over
3 sixty years, and it is always a challenge to back out
4 onto Mass. Ave. I know to be careful but, we have
5 tenants and some of these seventeen single-lane
6 driveways along this one mile corridor, I can't
7 imagine adding bike lanes. I had a document and,
8 when I went out back, it disappeared from my tote
9 bag, and I had a -- I have copies I can send you, but
10 a document off of the Town's website in 2009, saying
11 that they expected the bike lanes to encourage
12 bicycles to move from Minuteman onto Mass. Ave., and
13 they said that it was a desirable and a faster route
14 for the faster bicycles because they wouldn't be
15 dodging pedestrians.

16 So, given that the Town -- oh, and I wrote
17 a letter to MassDOT and the Town, never got a
18 response about that concern. Has anybody even
19 thought about how many bikes might migrate to Mass.
20 Ave. and, ten days after I sent my letters, that
21 comment was withdrawn from the Town web site,
22 miracle. So, nobody has looked at the quantity of
23 bikes that are going to be attracted onto Mass. Ave.
24 We have got the second most popular bikeway in the

1 country two blocks away in parallel. It is a problem
2 that needs to be addressed. Thank you. (applause)

3 MARTIN LONG: Hi. I will assume this
4 doesn't work, so --

5 MICHAEL TREPANIER: Just speak up.

6 MARTIN LONG: My name is Martin Long, L-o-
7 n-g. I have been a resident of East Arlington for
8 ten years, and I am in enthusiastic support of this
9 plan, primarily because it is finally doing
10 something. It is so bad that you couldn't possibly
11 make it worse.

12 Now, I am a -- I am a big walker. I firmly
13 believe walkers should have priority pretty much
14 everywhere and, just to improve the beauty and the
15 experience of walking in East Arlington, I support
16 this.

17 Is there a member of the Police Force here
18 by any chance? I hope one message we can take back
19 to the Town is that we really do need to enforce
20 traffic laws vis-a-vis pedestrians in East Arlington.

21 I personally memorize at least two license plates
22 every day of cars that cross in front of me on
23 crosswalks. I work from home. I walk my dog. I
24 walk Massachusetts Avenue literally hours a day. It

1 is an abomination. So, I hope that, in conjunction
2 with this, we can do something about enforcing those
3 laws.

4 Primarily the reason I support this is
5 because Massachusetts Avenue is a highway right now.

6 People are regularly going forty-five and fifty
7 miles an hour and it simply has to stop. So, I
8 thank all of you. Having been in Local Government
9 myself, I know what a thankless job it is to do all
10 of the hard work you do, and to have people who do
11 not bother to do the research question you. So,
12 thank you very much. I have, in fact, followed the
13 plan for several years and thank you for finally,
14 please finally, doing something. (applause)

15 SHUNSUKE YAMAGUCHI: Hi. My name is
16 Shunsuke Yamaguchi. That's Y-a-m-a-g-u-c-h-i, and I
17 have been a resident at East Arlington for sixteen
18 years. I live on Mass. Ave., at 221 Mass. Ave. That
19 is the blue house (2:56:00) and, first of all, I want
20 to say, those were awesome speeches but, anyway, I
21 have three kids, one who bicycles to the high school
22 every morning, a girl that takes the bus in front of
23 our house, and I have a kindergartner, who will
24 probably be walking to school, and I am totally for

1 walking to school, you know, pedestrian safety and
2 bicycle safety. I also say to my son, hey, where do
3 you have to be careful, and he just says, wait,
4 because he has to look this way back to cross.

5 Anyway, 221 Mass. Ave. is on board. We
6 know it is going to be very loud and I am going to
7 say like, man, they started already. It's only --
8 or, oh, I can't hear that on TV or something, but I
9 am totally for it and I can't wait to hear that noise
10 going dadadadadadadada. So, thank you very much.
11 (applause)

12 PAUL KENT: Thank you. My name is Paul
13 Kent, K-e-n-t. I live in Precinct 16. I am a Member
14 of the Transportation Advisory Committee, also a
15 business owner in town, motorist, pedestrian,
16 sometime bicycle rider. I am expressing my
17 opposition. I must say, the elimination of a travel
18 lane in the westbound direction troubles me. The
19 road is used as four lanes. I think that needs to be
20 part of the plan.

21 I was distressed to learn that the initial
22 plan only had one travel lane in each direction. The
23 concerns expressed by the opponents of the plan as
24 drawn, I think these are real concerns. A lot of

1 these people who are abutters live on side streets
2 that will be dealing with increased traffic flow as a
3 result of this plan.

4 As Mr. Harrington indicated, and I have
5 seen in my lifetime as a nearly lifelong resident in
6 Arlington, Pleasant Street has undergone a
7 constriction and we are dealing with the effects of
8 that. So, I just wanted to give my opposition to the
9 plan as drawn. Please consider the four lanes
10 instead of three. Thank you. (applause)

11 MARIE ROSE, MODERATOR: Thank you.

12 LYMAN JUDD: My name is Lyman Judd, L-y-m-
13 a-n J-u-d-d. I have been a resident of Arlington
14 since August 24th, 1940. All of my life I have lived
15 here; also, Arlington High '59. I have yet to see a
16 single so-called traffic improvement in all of
17 lifetime that has improved it. A good example, which
18 was brought up before, is Pleasant Street. That is
19 usually backed up from Route 2 into Arlington Center,
20 and vice versa.

21 You people seem to be overlooking the fact
22 that Massachusetts Avenue from Alewife up until
23 Mystic Street is Route 2A, state route, and Route 3,
24 state route. Now, Route 2 was never completed

1 because the environmentalists knocked off the 1948
2 Master Highway Plan. There is no Southwest
3 Expressway. There is no Northwest. There is no
4 Inner Belt. All of these were designed as a package.

5 You take one leg away from a three-leg stool, it
6 falls over; same thing with this. Therefore,
7 Arlington is burdened with more and more traffic.

8 Right now, if you would go to your so-
9 called Traffic Calming Plan, when I hear this bicycle
10 friendly, to me it means automobile unfriendly.
11 Speaking of that, bicycles, do they pay any excise
12 tax? Not that I know of. Do you have to have a
13 license? I haven't seen that, and I have seen more
14 and more bicycle/pedestrian accidents where I live on
15 Winslow Street at the corner of Mass. Ave., elderly
16 people being run over by these bicyclists who are not
17 supposed to ride the bicycle on a sidewalk. Now,
18 maybe if you did a little traffic enforcement on
19 them, we would be a little more bicycle friendly.

20 Also, the talks about the speed in East
21 Arlington, our Police Force over the years has been
22 hollowed out to practically nothing, same with our
23 Fire Department. Why? Because of Education or other
24 little departments that get tacked on. Therefore,

1 what we need when we are talking speeding
2 enforcement, the only way to have enforcement is if
3 you have people to do it, and we don't. Number one.

4 Number two is the fact that, when you get
5 onto any of these things -- you were talking about
6 the pedestrian safety. I haven't seen -- I have no
7 objection to have a traffic light at practically
8 every corner with a crosswalk, pedestrian operated
9 but, in the absence of that, and I know there are
10 people in this town that are not able to walk very
11 well, it would help if we were doing that, and that
12 is all is was, was bicycle -- was pedestrian safety
13 but, no, this is bicycle hijacking what we, the
14 motorists have paid for.

15 Again, they don't have any license, so you
16 can't identify them unless you have a picture of
17 them. When I was younger, we used to have to get
18 license plates for our bicycles from the Police
19 Department. I don't see that happening. I think
20 that this is really a whole bunch of stuff being
21 thrown against the motorists, and one other quick
22 things is, I see we have got a Police Detachment here
23 tonight. Were you people that afraid?

24 MICHAEL TREPANIER: No, sir. Thank you for

1 you comments.

2 LYMAN JUDD: (applause) And you will hear
3 more from me.

4 MICHAEL TREPANIER: Thank you.

5 MARIE ROSE, MODERATOR: Yes, sir.

6 NAWWAF KABA: Good evening. My name is
7 Nawwaf Kaba, K-a-b-a. I am a -- I have been a
8 resident since 2003, and a Town Meeting Member. I
9 would like to thank you guys for sitting through this
10 one more time. I would like to thank the Board of
11 Selectmen for their support.

12 I am a supporter of the project. I have to
13 say, I like it a little less today than I liked it
14 when it had only one lane on the westbound. I do not
15 like the addition of that one lane but, other than
16 that, I think that the project relocates the excess
17 capacity of the road to benefit all the users a lot
18 better than what is happening today, and I also -- I
19 was a little upset that FHWA asked for this extra
20 meeting and forced this meeting but now, after seeing
21 the turnout, I am actually very happy because, if
22 there was any doubt about the support for the project
23 in the town before, it has vanished today.

24 I hear the opponents talking about the fact

1 that they represent ninety-eight percent of the
2 people in Arlington. Where are they? I don't see
3 them here. The support here is for this project.
4 Most of the people here are for this project. Plus,
5 a couple of years ago they submitted letters from
6 over seventy businesses that supported -- that were
7 against the project. This time it is only thirty-
8 five, and I would like to enter into the record these
9 two flyers that they used to get those signatures and
10 maybe people can read them along with those letters
11 to actually get the idea of half truths and the lies
12 that were being told to the businesses. I have
13 spoken to several of the businesses in my area --

14 UNIDENTIFIED SPEAKER: We have already
15 submitted those. They are part of the package.

16 NAWWAF KABA: I'm glad. Thank you. I also
17 spoke to many of the businesses in the area and I
18 heard a couple of stories about how the people who
19 are collecting those signatures were actually -- they
20 would get in shouting matches with whoever wasn't
21 actually supporting.

22 UNIDENTIFIED SPEAKER: Give the specifics
23 of that.

24 MICHAEL TREPANIER: Let him speak.

1 NAWWAF KABA: No, I am not going to give
2 specifics. Maria knows who it is.

3 UNIDENTIFIED SPEAKER: Yes?

4 NAWWAF KABA: That's it. I support the
5 project. Thank you very much for your time.
6 (applause)

7 MARIE ROSE, MODERATOR: Thank you.

8 BETTY STONE: Hello. My name is Betty
9 Stone, S-t-o-n-e, and I live on Harlow Street in East
10 Arlington. I purchased my home in 2003, so I am
11 barely a nine year resident but I chose East
12 Arlington and I chose it specifically because it has
13 a community. It is a community feel, and one of the
14 selling points was a mere seven minute walk to the
15 Capitol Theater, a local theater, restaurants, shops,
16 little green grocer. It was the place that I chose
17 as my last home before, who knows, my very last home,
18 my place where I was going to age in place, if you
19 will.

20 So for me, unlike Mr. Aslanian, who moved
21 into East Arlington in his thirties and just became a
22 father on Saturday night, it's going to be the place
23 where, when I no longer can drive and I can't bike, I
24 still will be able to walk and enjoy the community at

1 the end of Mass. Ave. and, for that, I am not
2 interested in a four lane super highway on Mass. Ave.

3 I am interested in a safe, walkable place, where I
4 can get to the end of Harlow Street, cross the
5 street, get my bus, go as I wish.

6 I am not interested in a four lane super
7 highway on Mass. Ave. because I enjoy now and I want
8 to be able to bike safely up and down that road. It
9 is the sense of community.

10 I am going to leave the data and process
11 arguments to those of you who have already made
12 those. For me it's a question of, from my heart it
13 is a community, a sense of community, and I support
14 this proposal and this plan, and I appreciate that
15 you all from the Mass. Department of Edu -- sorry, I
16 am a Retired Teacher. I am always talking to the
17 Mass. Department of Education. You are
18 Transportation. I appreciate that you came out. You
19 have been out several times to speak with us because
20 this is a livable and a workable, and a safe plan,
21 and I think it will substantially improve East
22 Arlington for the residents and for the businesses
23 alike. So, thank you very much. (applause)

24 MUSTAFA VAROGLU: My name is Mustafa

1 Varoglu. It is spelled M-u-s-t-a-f-a Varoglu, V like
2 Victor -a-o-g-l-u. So, I would like to speak in
3 support of the plan. I am just looking through your
4 documents and the purpose of this project is to
5 balance and improve vehicular, bicycle and pedestrian
6 movement, and streetscape, and it goes on and on. I
7 think the purpose is being met by the current plan.
8 I think it could be met in many other ways, as well,
9 but I think this current plan is meeting it and
10 should be kept.

11 In addition, as an Arlington resident, I am
12 also on the Safe Routes to School Committee for the
13 Brackett School, which is not in this area, but I
14 have spoken to other Safe Routes to School Committee
15 Members, and currently Arlington has instituted
16 buffer zones for different schools. So, that means
17 Thompson School children will be on the north side of
18 Mass. Ave. and Hardy School children will be on the
19 south side of Mass. Ave., and this is a newly
20 implemented plan, probably going forward for who
21 knows how long, probably forever; and so, I think
22 there will be an expectation that children will be
23 crossing, at school times, Mass. Ave. on a regular
24 basis going forward and definitely pedestrian safety

1 needs to be improved.

2 My family tends to drive to East Arlington.

3 Even though we tend to bike pretty much everywhere
4 from the Center up to Lexington as a family, Mass.
5 Ave., after the Center, is far too fast. I am
6 actually a pretty experienced bicyclist. I don't
7 like biking on Mass. Ave. east of the Center.

8 When we get to East Arlington, we don't
9 tend to cross the street to go to different
10 businesses. I love the Greek bakery on the north
11 side. I love Christos on the southside, and I like
12 Clay Dreams. I like the theater. We don't cross
13 back and forth, and clearly not right at that
14 intersection, and so those businesses, we basically
15 give business to half the businesses there, and we
16 would like to give business to all of them, and I
17 don't think slowing down the traffic a little bit is
18 going -- is worth actually losing all the other
19 benefits of this plan. (applause) I do think
20 slowing down the traffic a little bit is worth -- I
21 said that wrong.

22 JOHN DUNN: Hello. My name is John Dunn.
23 I am a fifty-two year resident of the Town of
24 Arlington, born, still live here. I own and operate

1 Arlington Vision Center, located in East Arlington.
2 I am concerned about the negative impact of reducing
3 a travel lane on Mass. Ave. I have surveyed eighty-
4 four business owners along Mass. Avenue for the
5 project in East Arlington. Seventy-seven business
6 owners were not in favor of the plan. Four had no
7 opinion and three were in favor of it.

8 This is information that was provided at
9 the last DOT meeting. Yet, two days later, much to
10 my surprise, the Arlington Advocate reported that
11 businesses were in favor of the plan but, according
12 to my survey, this is not the case. Business owners
13 are strongly in favor of public safety and it should
14 be first and foremost. We need easy access to the
15 business districts that include pedestrians, bicycles
16 and cars. I believe this can be obtained by
17 retaining the four travel lanes, improving and
18 updating traffic signals at Foster, Lake Street and
19 Thorndike. I also believe in installing pedestrian
20 walk signals at Orvis and Marathon Road, similar to
21 signals that were installed at the end of the Mill
22 Street for the bike path, which flashes as people
23 approach Mill Street.

24 There are many things that can be done to

1 improve travel for everyone on Mass. Avenue, but I do
2 not favor the reduction of the four lanes. I believe
3 Mass. Avenue can be used as a share roadway for
4 bikes, pedestrians and cars, and I would think this
5 would create consistency in the roadway connecting
6 from Arlington Center into Route 16 in Cambridge.
7 Thank you. (applause)

8 MICHAEL TREPANIER: I just want to be clear
9 that these, the last three speakers tonight will be
10 the -- we are all standing. We need to get out of
11 here at some point this evening. We are running out
12 of time and, while many of you get to leave
13 immediately after, we do have some closeout work we
14 need to do. So, if there is anyone else incredibly
15 interested in speaking, I invite you to stand now
16 but, otherwise, these three gentlemen will be our
17 last speakers this evening.

18 MARIE ROSE, MODERATOR: Thank you.

19 MICHAEL TREPANIER: Agreed?

20 MARIE ROSE, MODERATOR: Yes, sir.

21 ANDREW BENGTON: Andrew Bengtson, B-e-n-g-
22 t-s-o-n. I live at --

23 UNIDENTIFIED SPEAKER: Can you speak up?

24 ANDREW BENGTON: Sure, Andrew Bengtson,

1 Allen Street in East Arlington. I live with my wife
2 and my daughter there, and so, recently my second
3 grade daughter has been talking about moving out of
4 the house when she is older. I don't know when that
5 happens, in second grade if that is normal, but she
6 wants to stay on the same street, right? In fact, we
7 live on Allen Street and she wants to move close to
8 Officer Hogan's house, and Officer Hogan's house, if
9 you all don't know it, his sidekick Dasty. It's our
10 canine here in town, and she feels -- she would feel
11 more secure knowing that Dasty is only less than a
12 block away.

13 So, in the same way, I feel a dedicated
14 bike lane is safe. Cars stay to the left of a
15 continuous line. I don't get that same sense when I
16 ride on sharrowed roads. Typically, sharrows wear
17 away really fast or it just seems that way. I don't
18 know, and they also just seem more work to maintain,
19 whereas a line, if it breaks up, you can still see a
20 line; and so, cars will stay on that left side.

21 I am a year-round rider and few exceptions
22 to cars who cross that line when they are moving.
23 So, in fifteen years, and this year has been
24 mentioned, 2028, my daughter will be an adult and I

1 hope a cyclist, and I would like to think that this
2 project will be implemented and provide a safer
3 option for cyclists. So, I urge you all to take a
4 long view, think of all of Arlington's children and
5 grandchildren and stay on course to build the project
6 as designed. So, I support the project and hope to
7 see it implemented. Thank you. (applause)

8 ED TREMBLY: My name is Ed Trembly. I live
9 on Wright Street in Arlington Heights. I am a --

10 MARIE ROSE, MODERATOR: Will you spell your
11 last name for us?

12 ED TREMBLY: T-r-e-m-b-l-y.

13 MARIE ROSE, MODERATOR: Thank you.

14 ED TREMBLY: I am a veteran of
15 reconstructed roads. They just rebuilt Forest Street
16 and it is very near my house, and I have no doubt it
17 was built to DOT specifications and, yet, the street
18 that I have to come out of onto Forest Street, if you
19 drive anything larger than a car, you have to drive
20 on the wrong side of the road to not run over the
21 curbs.

22 Now, your drawings here have no dimensions
23 in them. So, I am going in with the curb radius
24 design, the corner radius. I am glad that you have

1 got handicap ramps in there because that will allow
2 those of us who drive vehicles that are bigger than a
3 car to run along the curbs, tearing the sidewalks out
4 of our tires.

5 The other thing I find interesting, I have
6 been hearing a lot of people talk about how they are
7 looking forward to riding on Mass. Ave. on their
8 bikes with their kids. I also know, from driving up
9 and down Mass. Ave., that some of the people who ride
10 bikes on Mass. Ave. are going maybe twenty-five or
11 thirty miles an hour. So, that is going to be an
12 interesting mix, of having people riding on Mass.
13 Ave. on their bikes with their kids and the commuter
14 bikes going thirty miles an hour in a five foot lane.

15 I also have no doubt that, if this project
16 is completed, it will in fact attract a lot of bike
17 riders off the Minuteman Bike Path onto Mass. Ave.
18 So, there will be a reasonable amount of bike traffic
19 and, for those people who think that a lot of bike
20 traffic mixed with passenger car traffic is a good
21 idea, maybe you ought to take a ride down on Beacon
22 Street in Somerville during rush hour and try to get
23 out of a side street, crossing two lanes, and that is
24 what this becomes because there is a lane of bikes

1 and a lane of cars, and try to cross two lanes of
2 traffic that are going vastly different speeds. This
3 is really going to tie up traffic. So, maybe they
4 will be going the same speed. I don't know.

5 But, anyway, it is -- it can be a little
6 bit of a challenge to get through a heavily
7 trafficked bike lane and a heavily trafficked
8 passenger car lane. So, for all those people who
9 think that this will improve things, I am not so sure
10 about that. Thank you for your time.

11 Oh, one other -- one final comment. I have
12 heard a few people talk about how -- how do I say
13 this without -- I am not a hundred percent convinced
14 that Traffic Engineers are the end all and be all
15 because I have lived on this planet long enough to
16 run into a few, at least one or two intersections
17 designed by Traffic Engineers that are horrible. I
18 will point to the intersection at the end of Route 2
19 by Alewife as an example of a traffic engineering
20 nightmare, and so, thank you very much. (applause)

21 MARIE ROSE, MODERATOR: I think this is the
22 last comment.

23 ALLEN TAUBER: Thank you. My name is Allen
24 Tauber. That is T-a-u-b-e-r, and I am honored to be

1 the last speaker here tonight. Thank you all.

2 UNIDENTIFIED SPEAKER: Congratulations.

3 ALLEN TAUBER: I live on Thorndike Street
4 in East Arlington. Thanks for letting me say a few
5 words. I have edited this very heavily after most
6 people have said what I wanted to say.

7 I am also a business owner in Arlington,
8 and an Arlington resident for ten year. I have been
9 with the Arlington Center for the Arts for almost
10 twenty years, where I have the studio that I have
11 been teaching for, for that long. I live with my
12 family on Thorndike Street. My business is Strong
13 Connection, right in the center of what we are
14 talking about, right on Lake -- on Mass. Ave., right
15 at the intersection of Lake Street. It is a music
16 shop, right in the Capitol Block, as we refer to it
17 these days.

18 I spend most of my hours every day and
19 night looking out of the window, just like the person
20 from the Capitol Theater does, right out my shop
21 window onto Mass. Ave., across from Flora Restaurant.

22 My business depends upon people being able to find
23 parking spaces in that area and being able to walk
24 down the sidewalk to my shop.

1 For those reasons, as well as others, I am
2 speaking tonight in favor of, and that is for the
3 Mass. Ave. Project as it stands today. I personally
4 feel it will make Mass. Avenue safer for pedestrians
5 and bicyclists, and cars. I believe it will make
6 East Arlington more attractive for businesses and
7 business patrons to come into that area. We have to
8 find common good in the Mass. Avenue Project and get
9 behind it. Delaying any further, in my opinion, is a
10 grave mistake.

11 As I write these words, I am standing right
12 on Mass. Ave., right on the sidewalk and it is 5:53
13 p.m. That was tonight. I see cars going both ways.
14 I see bicycles with lights. I see some pedestrians
15 coming home from work, I believe. Nothing serious.
16 Everything is normal but I think, if we go ahead with
17 this project, and start on it soon, which I encourage
18 you to do, cars will have an easier time making the
19 trip from Route 16 to Arlington Center. I think that
20 people will be more attracted to coming to this area
21 to do their shopping, their banking, going out for a
22 bite to eat, a dinner, a movie, a haircut, the beauty
23 salon, and a piece of pizza.

24 I think the Mass. Ave. Project will do us

1 all good. Certainly, pedestrians will be safer and,
2 as we look into the future, I think this current
3 project, this current layout, will help us as traffic
4 increases as is projected, and I really hope that you
5 do not try to stop the progressive ideas of this
6 well-thought-out plan. I do believe that this is the
7 time to go forward and make the Massachusetts Avenue
8 Project in East Arlington a reality. Please go
9 forward with this plan. Thank you. (applause)

10 MARIE ROSE, MODERATOR: Alright. We are
11 going to wrap things up. I will be here for a little
12 while longer while we are getting wrapped up.

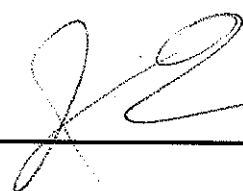
13 UNIDENTIFIED SPEAKER: Can you please
14 remind us how to make public comments, how we write
15 them, etc. (inaudible phrase)

16 MARIE ROSE, MODERATOR: Thank you for your
17 respectful behavior tonight. We all appreciate it,
18 and thank you to the Town for providing this venue.
19 The Hearing is now closed.

20 End of Design Public Hearing +++
21
22
23
24

C E R T I F I C A T E

I, Janice L. Tirone, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of skill and ability.



Janice L. Tirone

**ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO
THE BEST OF MY ABILITY

ATM, Inc
339-674-9100



DESIGN PUBLIC HEARING

FEBRUARY 26, 2013

AT

TOWN HALL AUDITORIUM

730 MASS. AVE.

ARLINGTON, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

**RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE**

**Project No. 604687
Project Management**

IN THE TOWN OF ARLINGTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR**

**THOMAS F. BRODERICK, P.E.
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING**

Project File No. 604687

A Design Public Hearing will be held by MassDOT to discuss the proposed Reconstruction of Massachusetts Avenue, from Pond Lane to the Cambridge City Line in Arlington, MA.

WHERE: Town Hall Auditorium
730 Mass. Ave.
Arlington, MA 02476

WHEN: Tuesday, February 26, 2013 at 7:00 PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed reconstruction of Massachusetts Avenue in Arlington, MA. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of milling and overlaying existing pavements; removal and resetting existing granite curb; installation of new granite curb; reconstruction of existing cement concrete sidewalks; construction of new wheelchair ramps; replacement of existing traffic signals; installation of new traffic signals; installation of new signs and pavement markings; installation of landscaping and streetscape amenities. The project also involves ADA accessibility upgrades, improvements to pedestrian safety, and bicycle accommodation improvements along Massachusetts Avenue. The proposed Mass. Ave. cross section will typically consist of two 11 foot lanes eastbound and one 14-15 foot wide lane westbound; one 5 foot bike lane in each direction (one eastbound and one westbound); and 8-10 foot wide parking lanes/bus stops on each side from Pond Lane to Alewife Brook Parkway. Additional travel lanes and turn lanes will be provided at major intersections where appropriate.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Arlington is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Project Management Section, Project File No. 604687. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.
CHIEF ENGINEER



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO
Frank DePaola, Administrator



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Frank DePaola
Administrator, Highway Division

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 617-973-7000, TDD: 617-973-7306
www.mass.gov/massdot

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT OF WAY ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

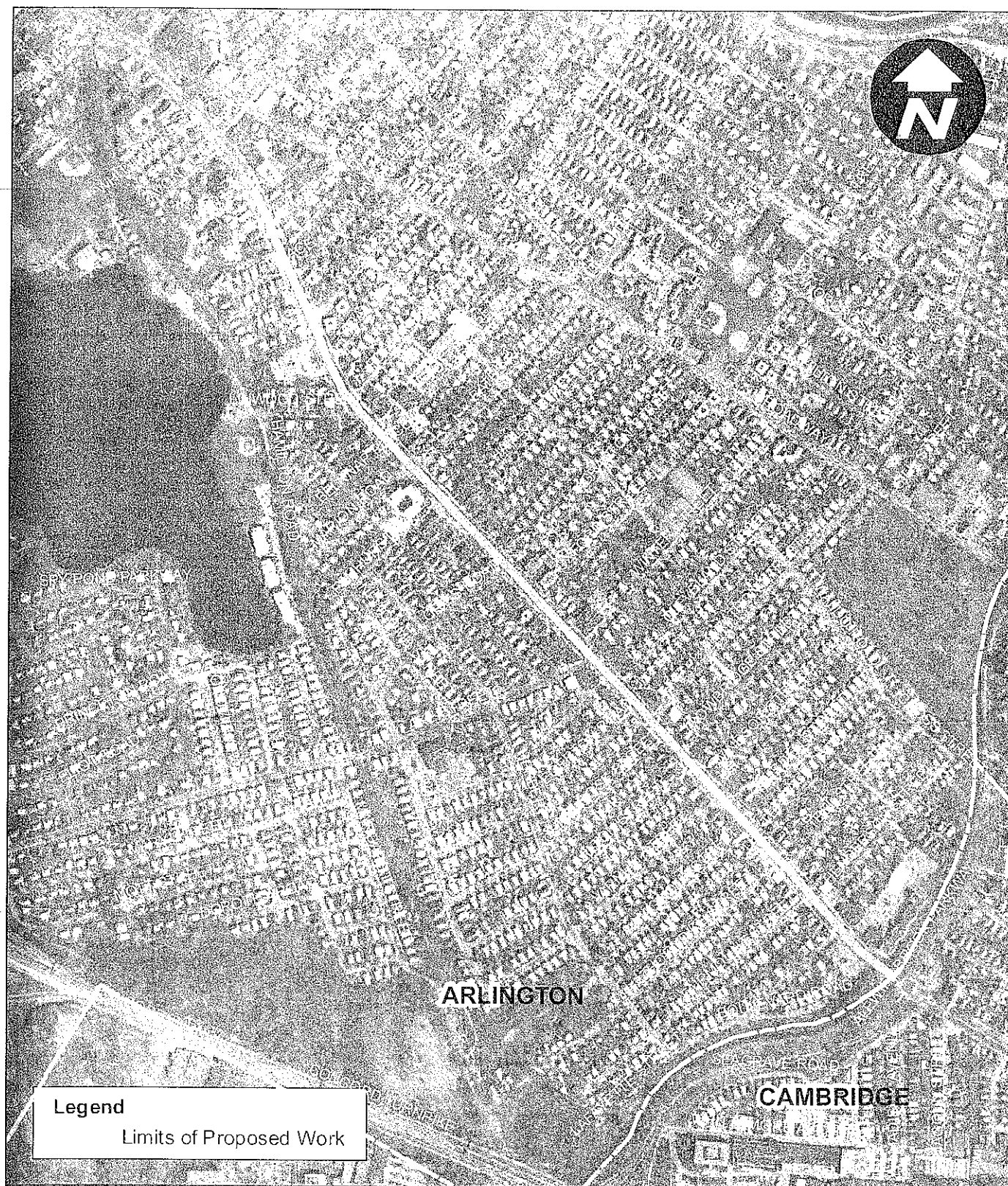
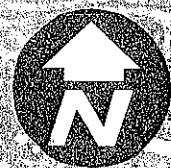
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

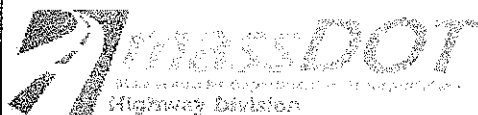
5. MUST I ACCEPT THE MUNICIPALITY'S OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



Legend

Limits of Proposed Work



Scale: 0 400 800 Feet

Figure A: Project Locus Map

Massachusetts Avenue Corridor Project
Phase I - Pond Lane to Cambridge City Line
Arlington, Massachusetts
Project file No. 604687

Map Source: Office of Geographic and Environmental Information
(MassGIS), Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs

**RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE**

ARLINGTON, MASSACHUSETTS

PROJECT FILE NO. 604687

PROJECT LOCATION

The Massachusetts Department of Transportation (MassDOT) Highway Division and the Town of Arlington are proposing roadway and intersection improvements to Massachusetts Avenue in Arlington, Massachusetts. The project extends along Mass. Ave. from Pond Lane to the Cambridge City Line for a length of approximately 5,700 feet. See attached locus map (Figure A).

PROJECT PURPOSE

The purpose of this project is to balance and improve the vehicular, bicycle and pedestrian movement, enhance streetscape, and improve safety along the corridor by creating a consistent cross section, improving the roadway crossings and adjusting the lane configuration to create more orderly traffic flow.

Currently, Massachusetts Avenue is confusing and dangerous due to the wide roadway and unorganized traffic. Current lane markings are completely worn, leaving the road without defined travel lanes. Although many bicyclists use Massachusetts Avenue for commuting or other purposes, there is no designated area for riders. Crossing the avenue by pedestrians is also dangerous due to the wide roadway and unorganized traffic.

SCOPE OF WORK

The proposed project includes milling and overlaying existing pavements; removal and resetting existing granite curb; installation of new granite curb; reconstruction of existing cement concrete sidewalks; construction of new wheelchair ramps; replacement of existing traffic signals; installation of new traffic signals; installation of new signs and pavement markings; installation of landscaping and streetscape amenities. The project involves changes to vehicular flow, ADA accessibility upgrades, bicycle accommodation, and enhanced pedestrian safety measures along Massachusetts Avenue. The proposed Mass. Ave. cross section will typically consist of two 11 foot lanes eastbound and one 14-15 foot wide lane westbound; raised and flush medians and/or turn lanes at select locations; one 5 foot bike lane in each direction (one eastbound and one westbound); 8-10 foot wide parking lanes and bus stops on both sides of the road; and 6-10 foot wide cement concrete sidewalks on each side from Pond Lane to Alewife Brook Parkway. Additional travel lanes and turn lanes will be provided at major intersections where appropriate. Sidewalk extensions (aka bumpouts) and crosswalks will be added to enhance pedestrian safety.

In general, the proposed improvements focus on improving all modes of transportation through the corridor and maintaining the connection between Cambridge and Lexington. The existing traffic and intersections have been assessed to provide a design that utilizes the roadway to capacity. Designated turn lanes and signal timing modifications are proposed at various intersections to improve traffic flow and safety. A new traffic signal is proposed at the intersection of Bates Road/Marion Road and Mass. Ave. Existing signals are proposed to be replaced at the following intersections with Mass. Ave.:

- Foster Street/Linwood Street
- Lake Street/Winter Street
- Teel Street/Thorndike Street

Traffic signal modifications will also improve pedestrian and bicycle crossings at these intersections.

RIGHT OF WAY

The proposed roadway and sidewalk improvements will impact the majority of properties along the project corridor and will require permanent and/or temporary easements for affected parcels, necessary to reconstruct the existing cement concrete sidewalks. The Town of Arlington will be responsible for acquiring all necessary rights on affected parcels.

ENVIRONMENTAL IMPACTS

A Request for Determination (RDA) for the project was filed with the Arlington Conservation Commission under the Massachusetts Wetlands Protection Act (WPA) for the proposed work occurring within the 100' buffer to bank and 200' riverfront area associated with Alewife Brook. Work within the buffer and riverfront area along Massachusetts Avenue includes cold planing and resurfacing of existing pavements, full-depth construction in the sidewalk area, and improvements to the existing drainage system. The Arlington Conservation Commission issued a Wetlands Permit for the project on October 19, 1012.

The proposed project involves sidewalk reconstruction totaling more than one acre of earth disturbance and, therefore, a Stormwater Construction General Permit in accordance with Phase II of the Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) program will be required.

PROJECT SCHEDULE

The design plans displayed at this meeting are at the 75%/100% stage of completion. Comments made at this design hearing will be incorporated to the maximum extent feasible in the final design.

PROJECT COST

The project construction cost is estimated to be approximately \$6.8 million and will be funded through the Fiscal Year 2013 Transportation Improvement Program for the Boston Metropolitan Planning Organization.

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

Please Fold and Tape

Please Place
Appropriate
Postage Here

Thomas F. Broderick, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Reconstruction of Massachusetts Avenue,
From Pond Lane to Cambridge City Line
Arlington, MA
Project File No. 604687
Project Management

February 26, 2013 @ 7:00 PM

[illegible]

[illegible]

[illegible]

NAME (please print)	TELEPHONE	ADDRESS
Tom Laughlin	617-620-1432	Reading, MA
Marsha Pelletier	617-413-1802	51 Decatur St. Arlington 02474
Daniel DeCelles	781-643-9777	1 MONTON ROAD, ARLINGTON 02476
Shirish HIRANI	781-646-2661	19 Maple St, Arlington
Susie Haglund	781-644-5785	17 Hemlock St. Arlington
Joe Kerble	781-648-5296	92 Morningstar Dr.
SUE CHIN	339-368-1075	30 BATES RD And.
ALEX PRENGEL	781-641-4052	50 FAIRMONT ST. ARLINGTON
Mark Zennella	617-610-6556	76 Grafton Street, Arlington



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
Henry T. Brush	781-641-1424	23 Amosden St Arlington MA
Jeanne Griffin	781 846-6001	4 Edith Street Arlington
Jane Whitmore	781 648 4330	65 Magnolia St
Karen McQuinn	781-643-1989	20 Hamilton Rd.
Martin Schrag	781 643 1989	20 Hamilton Rd.
Sheila Berry	781 648 6375	93 Warren St.
Chris Wozni		St. Johns
GLENN KOENIG	781-646-4294	16 HOPKINS RD, ARLINGTON,
Johnny Lapham	857-389-6632	16 Linwood St. ARL.
Shunsuke Yamaguchi	781-648-4737	221 MASS AVE
Eilender Posas	11	11



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Dianna Dixon	781 888 1135	96 Lake St
Barry Fishman	781-771-9018	26 Fairmont St
Apostolos Rizos	617-784-8378	88 Summer St.
John Warden	781 646 8303	27 Jason St
Mary Reddy	781-646-4470	22 Bartlett Ave
Joseph Morijn	978 760-0838	8 BRATTLE ST
Ann Forsyth	617 520 4595	38 Lombard Rd
PAUL MENZ	781-643-5551	48 DUNDIE Rd
GERRY MENZ	781-643-5551	48 DUNDIE Rd
William A. Lyons	781-643-8335	190 Scituate St.
Laura Wotton	781-643-5980	15 Longfellow Rd



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Chad Gibson	985-237-8000	35 Vernon Arlington
Alex Bilsky	781-648-3342	47 Amherst St, Unit 1, Arlington
Charles Kalavskas	781-643-5352	29 Kensington Park Arlington
Lolena Sweetland	781-648-4239	450 Essex St. Arlington
Ina delga Sweetland	781-643-8909	48 Oxford St. ARL.
Jared Galvin	617-599-3621	9 Magnolia St Apt 1
AMY COPPEMAN	781-801-3811	240 Mystic Valley Pkwy Arlington
MAVALANA		56 WINDSOR ST, ARLINGTON
Phillip Lohnes	617-308-3447	22 Bartlett Ave Arlington
JOSEPH KEEFFE		32 ELIOT RD ARLINGTON
BRETT MILLER		11 Pond Ln, Arlington



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

CHRISTIAN KLAN	781-641-4211	54 NEWPORT ST. ARLINGTON
Pamela Schmitt	781-641-3642	20 Tufts St. Arl 02474
CURRY VEESEN	781-641-0694	12 HENDERSON
Jeremy Marin		97A CLAREMONT AVE.
David Landskov	781-646-7114	32 Teresa Circle
Peter Bloom	781-643-7454	15 Jason Terrace Arlington, 02471
Kevin Carter	781-643-9612	18 Longfellow Rd., Arlington
Brucie Moulton	781-646-4255	164 Scituate St, Arlington MA 02476
Alan Moore	617-623-6106	23 Cherry St. Sville 02144
John Hurd	(781) 953-0173	573 Summer Street 02444
James Biggan	781-646-4210	37 Varnum St, Arlmgtn, 02474
Kate Leary	781-266-6497	39 Milton St. Arlington 02474
Phyllis Mahoney	(781) 641-3048	35 Needham Rd Arl



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
Jen Now	—	24 NEWLAND RD
Austin de Besche		78 Franklin St.
JOHN LINDNER	—	7 WINTER ST. ARLINGTON
Christine Greenwood	—	28 Chandler St Arlington
Cain Egginton		"
Chris Porter	617 233 7191	28 Lakehill Ave.
Chris Hass	617 821 8646	46 Adams St.
Jeff Pike	617-497-5780	51 Newcomb St.
Dan White		6 Park St. Arlington
Matthew Dorsan	781 641 3752	31 Sawin St Arlington
JAMES Forrester	617 945 8442	23 SAWIN ST ARLINGTON
Denys Stuffle	—	66 THORNDIKE ST Arlington
PAUL Stuffle	—	66 THORNDIKE ST ARL
Pawn Sparks	—	68 Thornpike ST Arlington
Ralph Spark	—	68 THORNDIKE ST Arlington



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
CYNTHIA MESH	781-316-2039	67 Grafton St. # 2 YES TO REDUCING LANES!
RUDIE LION	781 316 1862	20 LINDEN ST, ARLINGTON
ANDREW FIORDALIS	617-803-0176	20 WARD ROAD
Cardyn Mason	781-643-6246	29 Bates Road Arlington
Gelley Bern		7 Cleveland St Arlington
Jane Connor	781 859 9150	19 Brunswick ARL.
Stephen Kownal		12 FAIRMONT ST UNIT B
ANDREA COEB	781-648-1375	26 PARK ST.
KFons	781-644-0001	Arlington
Joe Barr	781-777-1325	24 Park St. #2 02474
Elizabeth Ewins	781-640-2126	
Eric Eldy	617 319 4521	135 Palmer St 02474
Lee Urton	781-316-8869	51 Decatur St 02474
Catherine DeCelles	781-572-6337	1 Morton Rd. 02476
Jennifer	781 777	71 Mary St. ARL.
Lewis Forbes	2207	02474



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
Michael C. Piantedosi	781 382 0904	57 Foster St., Arlington MA 02474
Eugenia Gregoras	781-648 2290	11 Bates, Holiston
Mary Jo Downs		39 Orris Rd Arlington
Barbara Wilde	781-643-7804	24 Amberst, Arlington
Keziah Wilde		
Linda Varone		10 Old Colony Lane #, Arlington
Unany E. Ryan	781-643-0158	58 Wymon ST. Arl.
Timothy Grove	781-820-0238	87 Montomary Rd
Eileen Mahoney	781-646-4054	74 Bates Rd. Arl
Timothy Mahoney	" " "	" " " "
Michael J Brown	781-648 1508	16 BRATTLE TERRACE Arl.
Tom Storce	ASH	38 Nauds IV H. Arl
M. Ve Tremblay	HS4	12 Foskett St #1 Somerville



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
Patricia Warden	781 646 8303	279 corner St
Amitai Lipton	—	975 MASS AVE ARLINGTON
SHARON, LIPTON	—	" "
Carl Wagner	781-648-7682	TMM Pchct 11
Louise August	781 643-2127	36 Henderson
Chermy Greiner	781-648-6187	18 Fayette St
Ken Greiner	"	"
BRIAN CORBETT	617-288-3395	22 GIBSON ST 02122
Sarah de Besche	781-646-6004	78 Franklin St. 02474
Rose Villandry	781-643-1835	63 Tufts St.
Richard Fries	781-888-7272	11 GRANT PLACE JEXINGTON MA 02420
Jennifer Sussp	781-643-2564	45 Tepl ST Arlington 02474
Scott Sweeney	781 643 8368	302 Summer St
Timothy Borrego	508 264 2868	171 Mass Ave, Arlington



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Jamie Baker	781-643-4345	15 Fountain Rd Arl.
John Ross	781 504 4858	2 Stevens Tr.
Barney Maier	781-641-1331	55 Westminster Av.
LAURENCE McKinney	781-646-4320	32 Foster St 02474
PAM ENION	781-646-4985	9 LEWIS AVE
P. Worman		Pleasant St / Mass Ave
STEVE LIGGETT		25 HAYES ST.
Louise Puckett	781-643-6957	9 Cliff Street
WAYNE CHONINARD	781-316 3320	
Bob P. L.	-	25 Columbia Tr
Lisa Deschamps	—	deschamps 5614 p. h. r. c. e.
PETER VILLANDRY	781-643-1835	63 Taft St
Sarah Dun	781-646 5860	8 Palmer St Arlington
Gleen Scheibner	781-652-9602	63 Graton St

Please
sign
in
Attendance
Sheet

Over
→



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Karen L. Grossman	781-646-5990	32 Hamilton Rd. #402, Arlington 02474
Joe Case Jr.	781-953-4922	90 Haskins Circle Blyk, MA 02126
Jymna Scallow	781-643-1924	90 WARY ST Arlington MA 02474
Sean Madden	781-648-2789	71 Cutter Hill Rd 02474
MATTHIAS ROSENTHAL	857 998 0318	80 Brooks Ave, Arlington 02474
Angela Alton	781-643-7716	91 Harlow St., Arlington MA
Martin Long	781 223 1999	10 Troubridge St. Arlington, MA
Isaac MURPHY	781-646-2365	59 Lytle St. Arlington MA
Sam Milton	617-851-1491	15 West St. Arlington 02476
Erin Pread	617-331-8900	16 Haverford Rd. ARL 02474
Alan Taber	617-686-6080	81 Thorndike 02474
Carl Elk	617 910 0233	31 Benjamin Rd, Arl
Laura Vanderberg	617 416 6449	20 Waldo Road
Robert Peterson		88 Lake St 1st Fl Arl Ma
Mustafa Varoglu	617 852-4804	26 Shawnee Rd, Arl. Ma
KEN GARDEN	978-302-9831	8 Wilbur St. #2 Arlington MA 02474
Kristen and Hoare Fritsch		50 Adams St. Arlington



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Jan Whitted	781-646-2200	212A Mass Ave
ELISABETH CARR-JONES	781-648-9024	1 LEHIGH ST
ALAN JONES	781-820-0306	1 LEHIGH ST.
JENNIFER HITE		33 VARNUM ST
Drew HIK		33 Varnum St
PHIL GOFF	781	94 GRAFTON ST.
Chris Scypinski		115 Sunnyside Ave
Steven cella	781-646-9342	995 PYRRO Pkwy
Susan Young	781 646-0566	38 Chandler ST. ARL.
Susan Lees	781 316 1618	39 JASON ST.
DAVID VON SCHACK	781-316-8334	10 CHEVLOT
Linda Epstein	781-648-3438	2 Aberdeen
ANNIE GREAR	781 648-0895	103 GRAFTON ST
Chenyuan Wang	781-863-9874	15 Crescent Rd., Lexington
Bob Morrison	781-646-4044	46 Market St, Arlington, 02474
Robin Merrill	"	"



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

MARIE COSCIA	781-643-9211	84 EVERETT ST ARLINGTON
Eleanor DiCecce	781-648-0671	37 Cleveland St Ark.
Cosmo A. DiCecce	781-648-0671	37 Cleveland St. Ark.
Barbara Shepard	617-419-708-0953	1162 Broadway #3
JOHN AVAULT	781-643-7139	94 FRANKLIN ST.
Nancy Savioli	781-648-1916	24 Higgins St. #2
Donna Jones	617-638-3312	76 Mass. Ave.
Dan Mitchell	617-460-0473	23 Central St.
Luis Gardarelli	781-641-1358	34 Chandler St.
Susan Stamps	978-807-7933	39 Grafton St.
Drew Quinton	856-505-9005	390 Broadway, Somerville
Dena Davis	781-646-8566	18 HAMILTON RD Ark.
Andrew Plumb	781-643-0589	64 BRISTOL STREET ARLINGTON
KEN MAILLARD	617-921-7359	32 LAKE ST.
Adelle Kraus	781-643-1621	438 Mass. Ave #116



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Roderick Holland	781 643-1383	88 Grafton St, Arlington
W.F. Hayward	781-648-2210	68 Cleveland St. Arl
H. Hayward	781-648-2210	68 Cleveland St. Arl
Robert P. Scoppettun	781-641-0270	27 Magnolia St. Arl.
Diane Magnuson	781-641-2124	12 Higgins St Arl.
S. Nicholas Kriketos	781-789-2205	80 Orin Road Arl.
R. FRANCIS TRINCY	781-641-2907	81 MARATHON ST.
JAMES B. RILEY	978 621 2733	42 RUSSELL PLACE, ARLINGTON
Eric Proff		62 Prescott St., Somerville MA
June Rowe	781 893 2571	1 Kensington Rd, Arlington, MA
Bill Rowe	"	"
Greg Thompson	781-648-4239	249 Gray Street
CHRISTINE DAVIS	781 316 2941	74 Marathon St 02474
PAUL KENT	781 648 8162	64 HILLSIDE AVE 02476
Frank Cunningham	781 641 1905	Margaret St 02474



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
ERIC BOURASSA	401-339-6901	61 Sunset Road
ANDR AKAERE	781-405-8071	74 Trowbridge
LORRAINE MESSINA	781-641-1453	18 UNIVERSITY RD.
PETER MESSINA	781-641-1453	18 UNIVERSITY RD.
BETTY STONE	781. 648.1066	99 Harlow St.
LWEN HOOPER	781-643-9081	1 School St. Unit #102
Elizabeth Shea	617 267 7734	14 Schouler Ct.
Nicole Paquin	978 337 3228	Egerton Rd, Arlington
Andrew Ricci	617 821 3781	14 Magnolia St.
Barb Doughton	781-859-5636	18 Hamilton Road, #307
Christopher Tonkin.	781 648-2755	27 Arny Rd
CAROL WRIGHT	781 641-9820	32 GLEN AVE.
THOMAS M. LEBLANC	781 646 8609	366 MASS AVE #301



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

RICK ARZALINA	781-221-1221	42 VERNON STREET MEDFORD, MA
JACK JOHNSON	781-646-1486	96 Bow St, Arl.
Jay Struck		51 MA Ave Arl
Elias Mac	617-230-9268	69 Empire St. Allston, MA 02134
Aileen Gildea-Pyne	617-899-7424	16 Jason St. Arlington
Dorothy Battista	73 Drake Rd 781-641-0910	2/25/13
Linda Carelli	781-641-0910	46 Milton St ARL
Natalie Carelli	781-641-0910	46 Milton St ARL
Robert Delano	781-648-4125	975 MASS AVE
William Fletcher	781-643-4067	32 HAMILTON RD U-106
David Watson	781-646-1288	170 Franklin St, Arlington
Frank Frazee	781-646-8990	167 Mass Ave
DAVIDGEER SHARMA	617-233-9841	245 - MASS AVE
Peter Fiore	781-646-6009	58 Mott St Arlington
ANDREW BENGTSON	617-943-5836	15 AVERN ST. #1 ARLINGTON

Moving Massachusetts Forward
massDOT
 Highway
PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
WES MIZE		171 College Ave #1 Scitoville, MA 0214
JULIA MAUK		76 Marathon St, Arlington, MA 02474
Mary Ann Jaccard		15 Oxford St. Oak
NICHOLAS D. DUNN		89 GRAYTON ST, AL, 02474
Eric Hall / Andre		34 Hamilton Rd, Arlington
Roseann CASAZZA		17 Antlers St Oak
Stephen Quinn		75 Hemingway St Winchester
Pam Edwards		15 Pentfield Circle, Wakefield
Andrew Freeman Cathleen Hodscher		42 Kimball Rd / Arlington
Nivia Hernández		—
JOANNE KLYS		990 Massachusetts Ave, #20
MOLLY FLUECK		55 Fairmont St
JIM BURKE		50 HILLSIDE AVE
Anna Ella		99 Spy Pond Park
Regentino Cella		99 SPY POND PARKWAY



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
Steve Austerer	617 851 4496	130 Mass Ave, Unit 1
CHRIS BROWER		REVERE MA
Tony Luozetto		39 Apache Trail
MARGARET L. CLARKE	781-643-3292	144 LAKE ST, ARL
Rose Marie Keefe 281		8 Adams St ARL.
John E. Keefe		8 Adams St ARL.
Pamela Stephenson		55 Broadway Cambridge
Emily Snyder		10 Milton St, ARL.
Rachael Stark	781-648-4472	65 Randolph St ARL.
NAWWAF KABA	781-777-1537	7 THORNDIKE ST.
Noreen Conroy	781-648-4842	15 Freeman St Arlington
JULIE SUSSMAN	781-646-6825	147 GLOUCESTER ST
Jaime van Schyndel	617 852 4330	51 Cleveland St Arlington
LESLIE BENNETT	781.316.2027	16 Mary St. Arlington, MA



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Sean Harrington		10 Woodside Lane
Mark Kaeppelein		11 Palmer Street, Arlington
Brandon Rayno		Methuen, MA
Mark Kulinski		
Chris Berger		18 Hamilton Rd Apt 205
Lauren Clayton		14 Kenwood St Som. 02144
C.E. CARNEY	781-646-0051	#602 382 MASS AVE ARL
Adam Lane		77 Grafton St. Arlington
Sue Varkaitis	781-643-0136	173 MASS AVE Arlington
Adam Foster	781-648-6756	10 Cottage Ave Arlington
Amy Juddawickis	781-648-0033	26 Bailey Rd. Arl.
MARC LEFEBVRE	781-258-8223	89 BATES RD, ARLINGTON, MA
Melissa MacDonald		26 Franklin St Arlington
Ellen Boney		9. Freeman St. Arlington
Scott ENGSTROM	617-308-3358	20 NEWPORT ST / ARLINGTON



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Robin Giando	508-929-3794	MASS DOT ROW
MARIA Romo	1-617-571-5283	110 25 Bates Rd ARL
Laura Norton	—	25 Bates Rd ARL
Jeff MAXTUIS	781-646-7553	176 Waverly St, ARL
Dave Hese	781-641-8423	
Jean Clark	781-769-2746	29 Ridge St Arlington
John Waldron	781-646-7020	42 Bailey Rd
Edward Stark	781-648-6224	7 Twin Circle Dr
Sheri Baron	617-875-2198	10 Raleigh St.
Angela T. Pereira	781-646-7443	13 Fairport St
Pam Byron	781-646-2755	34 Hamilton Rd
STEVE MAHLER	617-872-7364	81 Bow St. ARLINGTON
PAULMER SWANSON		264 MASS AVE #209 ARLINGTON
JOHN ASLANIAN	508 742 5898	51 TUFTS ST

[illegible]



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME (please print)	TELEPHONE	ADDRESS
Peter B Howard	781 648 1936	12 Woodland St, Arlington
Stephen Miller	781-641-2845	6 Woodside Ln Arl
Juan Roman	781-643-4558	30 Ashland Street, Arl
Janice Dallas	781-643-2537	63 EVERETT ST. Arlington
Charlotte Milan	781-777-1738	charlottemilan@gmail.com
AL McAVIFF	781-646-8666	72 Jason St Arl
Richard Fraiman	617.354.4466	Capitol Theatre, 204 Mass Ave.
Stephanie	617 438 9714	15 Wheaton Arlington
Judith Kover	781 643 7892	24 Ridge St Arlington MA
Marci Shapiro Ide	781 646 8215	152 Lake St Arlington
William H Burk	781 643-2643	2 old Colony Lane Arlington

[illegible]



PROJECT MANAGEMENT SECTION

Arlington – Reconstruction of Massachusetts Avenue

Design Public Hearing

February 26, 2013 @ 7:00 PM

NAME
(please print)

TELEPHONE

ADDRESS

Jane L. Howard	781-648-1936	12 Woodland St, 02476
Ron Dallas	781-643-2537	63 Everett St 02474
Barbara Boly	781-648-0127	54 Malabar St. #510 02476
Clarissa Prime	781-643-3156	137 Herbert Rd
LISA BIELEFELD	781-646-1476	132 MT. VERNON ST. 02476
SARAH BIXLER	781-648-2259	27 ARGYLE RD 02476
LOUIS IPPOLITO	781-777-1458	73 BATES RD
Michael Bush	781 646 1670	69 Crescent Hill Ave
Rebecca Albrecht		161 Naples Rd
Josh Lobe	781 646-6690	73 OAK ST
MARK HALLIDAY	781 641 9503	54 Brantwood Rd
Megan Siz	781	272 Highland Ave.
Sarah Huber	781 643 7804	24 Amherst



DESIGN PUBLIC HEARING

TUESDAY, APRIL 12, 2011 AT 7:00 P.M.

AT

TOWN HALL AUDITORIUM, SECOND FLOOR
730 MASS. AVENUE
ARLINGTON, MA 02476

FOR THE PROPOSED

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No.: 604687

IN THE TOWN OF ARLINGTON

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FRANCIS A. DEPAOLA, P.E.
ACTING HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.
ACTING CHIEF ENGINEER

Arlington Reporting Company
(339)674-9100

PRESENTERS

Kimberley Sloan, Project Manager,
 MassDOT - Highway Division
 Frank Suszynski, District 4 Office,
 MassDOT - Highway Division
 Pamela Marquis, Right of Way Bureau,
 MassDOT - Highway Division
 Richard Azzalina, Fay, Spofford & Thorndike
 Douglas Prentiss, Fay, Spofford & Thorndike

SPEAKER INDEX

<u>Name</u>	<u>Page</u>
Kimberley Sloan, Moderator, MassDOT - Highway Division,	8, 9, 13, 32, 161, 162, 188
Clarisse Rowe, Arlington Board of Selectmen	8, 30, 33, 35, 36, 37, 38, 39, 40, 42, 43, 45, 46, 48, 50, 51, 53, 56, 58, 59, 62, 67, 69, 70, 71, 75, 77, 79, 80, 83, 84, 85, 86, 87, 88, 91, 92, 93, 96, 97, 98, 99, 103, 104, 106, 107, 108, 109, 111, 114, 115, 117, 119, 120, 124, 129, 132, 134, 136, 139, 140, 144, 146, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 160, 161, 162, 163, 164, 165, 167, 169, 170, 171, 172, 173, 175, 176, 177, 178, 180, 182, 183, 184, 185, 187, 188, 189
Pamela Marquis, Right of Way, MassDOT - Highway Division	11
Frank Suszynski, District 4, MassDOT - Highway Division	76
Douglas Prentiss, Fay, Spofford & Thorndike	153

<u>Name</u>	<u>SPEAKER INDEX</u>	<u>Page</u>
Richard Azzalina, Fay, Spofford & Thorndike	13, 31, 32, 39, 56, 57, 58, 71, 72, 74, 75, 79, 80, 82, 89, 90, 91, 147, 148, 149, 178	
Senator Kenneth Donnelly	33	
Melinda Drew	37, 38	
Lyman G. Judd, Jr.	40, 42	
Eric Berger	43, 45	
Jennifer Griffith	46	
Richard Fraiman	48	
Paul Hutchins	50	
Alex Bilsky	51	
John Dunn	53	
Jeff Maxtutis	55	
Ed Trembly	56, 57, 58, 59, 80, 82	
Maria Romano	59	
Dana Lynch	62	
Melissa MacDonald	65	
Charlotte Milan	66	
Amy Weitzman	67	
Randy Bishop	70, 71, 74, 75	

SPEAKER INDEX

<u>Name</u>	<u>Page</u>
Stephen Cronin	77
Jessica Adler-Kuznick	84
Ashley Costello	85
Ron Holland	86
Bill Kaplan	87, 90, 91
Joe Connors	92
Jean Clark	93, 94, 96
Mark Swanson	97
Bob Ames	98
Sean Harrington	99
Magdalena Hoursch	100
Charlie Simas	103
David Loutzenheiser	104
Elizabeth Ewins	106, 107
Christopher Tonkin	108
Bob Morrison	109
Bill Guss	111
Carolyn Mason	113
Jim Dolan	115

<u>Name</u>	<u>SPEAKER INDEX</u>	<u>Page</u>
Barry Slotnick	115	
Scott Smith	117	
Julia Malik	119	
Sheri Baron	120	
Scott Mullen	122, 123	
Anne Carlisle	124	
Chad Gibson	126, 129	
David Von Schack	130	
Elizabeth Carr-Jones	132	
Hugh McCrory	134	
Nick Meimaris	136, 137	
Mathew Gheorghiou	139	
Keith Kearsley	140	
Alia Atlas	142	
Jay Kassen	144	
Mark Kaepplein	146, 147, 148, 149, 150	
Mike Rademacher, DPW	149	
Drew Hite	151	
Michael Rossi	151, 152, 153	
Conor McKenzie	154	

<u>Name</u>	<u>SPEAKER INDEX</u>	<u>Page</u>
Robin Johnson	155	
Carol Sweeney	156, 157	
Peter Fiore	157	
David Watson	158	
Richard Tibbetts	159	
Adam Lane	162	
Anthony Cipolle	163	
Carolyn White	164	
Rachael Stark	165, 167	
David D'Antonio	167	
Nancy Lowe	168, 169	
Edward Starr	170	
Alan Frank	170, 171	
Judith Butler	172	
Shunsuke Yamaguchi	173	
Phil Goff	173, 175	
Adam Lorenz	175	
Steve Kaiser	176, 178	
Patricia Clews	180	
Richard Cahill	181, 182, 183	

<u>SPEAKER INDEX</u>		
<u>Name</u>		<u>Page</u>
Daniel Goldsmith	183	
Douglas Davidoff	184	
Andrew Bengtson	185	
Marci Shapiro-Ide	186	
Pam Dibona	187	

<u>EXHIBITS</u>		
<u>Description</u>		<u>Page</u>
Notice of Public Hearing/Brochure		191-202
Sign-In Sheet		203

1 P R O C E E D I N G S

2 MODERATOR KIMBERLEY SLOAN: Well, good
3 evening, everybody. My name is Kimberley Sloan. And
4 I work in the Project Management Section of the
5 Massachusetts Department of Transportation
6 headquarters in Boston. I was directed by Acting
7 Chief Engineer Thomas Broderick to conduct tonight's
8 hearing.

9 First, I'd like to introduce the
10 members of the hearing panel with me this evening. To
11 my right is Mr. Greg Tarbox with Arlington Typing and
12 Mailing. Greg will be making a verbatim transcript of
13 tonight's hearing. Pam Marquis with MassDOT Right of
14 Way Bureau. To my left, Frank Suszynski with MassDOT
15 District 4. To my far left is the Arlington Board of
16 Selectmen: Clarissa Rowe, Kevin Greeley, Annie
17 LaCourt, Diane Mahon, and Dan Dunn.

18 Clarissa will be introducing the rest
19 of the panel.

20 SELECTMAN CLARISSA ROWE: Thank you,
21 Kim.

22 First of all, I want to introduce the
23 Town officials that are here, but I also want to give
24 a great thanks to our State Senator Ken Donnelly who

1 is here, and Representative Will Brownsberger who is
2 here. Representative Sean Garballey is I believe at a
3 meeting in Worcester doing redistricting and is going
4 to try and come later.

5 We have Brian Sullivan, our Town
6 Manager her; Juliana Rice, Town Counsel; Mike
7 Rademacher, who does two jobs -- he's head of the DPW
8 and he's also our Town Engineer.

9 And, from FST, we have Rick Azzalina,
10 John Michalak, Doug Prentiss, and from Waterfield
11 Design we have Christine Scypinski, landscape
12 architect.

13 We also have, somewhere I hope, Jack
14 Jones of our Disability Commission. I hope he's here.
15 And we have Ed Starr, the Chair of our Traffic
16 Advisory Committee.

17 MODERATOR SLOAN: Thank you, Clarissa.

18 So, I just want to mention a few things
19 before we get started. The notice of the public
20 hearing that can be found in your brochure --
21 hopefully everybody got a brochure in front of the
22 room -- the notice appeared in the *Arlington Advocate*
23 on March 24th and March 31st, in the *Boston Globe* on
24 March 29th and April 5th.

1 The brochure handed out to you this
2 evening explains the purpose of the hearing, which is
3 to give us an opportunity to make a formal
4 presentation of the proposed project and, at the same
5 time, allows us to record your comments concerning
6 this project.

7 This project is being funded with
8 federal and state funds. MassDOT, along with the
9 Federal Highway Administration, has reviewed this
10 Town-design project for compliance with federal and
11 state standards. The Town will also be funding a
12 portion of this project.

13 The total estimated cost of this
14 project is \$5.8 million. This does not include any
15 right of way acquisition costs.

16 The design is expected to be completed
17 by the fall of 2011. Construction is expected to be
18 completed within approximately 24 months time.

19 This project must be programmed for
20 construction in the Statewide Transportation
21 Improvement Program within the appropriate federal
22 fiscal year in order for MassDOT to advertise this
23 project.

24 Next, I'd like to ask Pam Marquis with

1 MassDOT Right of Way Bureau to explain our right of
2 way procedures.

3 Pam?

4 PAMELA MARQUIS: Thank you, Kim.

5 Can everybody hear me?

6 AUDIENCE: Yes.

7 PAMELA MARQUIS: Good evening. When
8 the Commonwealth, acting through its Massachusetts
9 Department of Transportation - Highway Division,
10 indicated it would accept this \$5.8 million project
11 for funding under our Federal Aid Program, your
12 municipality accepted certain responsibilities. One
13 of those responsibilities is to acquire all the
14 necessary rights in private and public lands for the
15 design, construction, and implementation of this
16 project.

17 My function is to review and recommend
18 procedures that your municipality will utilize in
19 acquiring these rights. The procedures used must
20 comply with both federal and state regulations.

21 The current design plan indicates that
22 five permanent easements will be required and that
23 other areas may require temporary construction
24 easements or rights of entries. Your municipality may

1 acquire the needed rights through a combination of
2 donations, eminent domain, deed grants, permits, or
3 rights of entries.

4 Frequently, local municipalities will
5 appeal for donations. The donation procedure
6 minimizes the acquisition cost to your community.
7 Donations and rights of entries are not required, and
8 property owners are entitled to an appraisal and just
9 compensation.

10 This project cannot be advertised until
11 the new proposed Right of Way is secured, and the
12 Right of Way Bureau issues a Federal Aid Right of Way
13 Certificate.

14 Affected property owners' rights are
15 protected under Massachusetts General Laws, primarily
16 Chapter 79. And because this project is receiving
17 federal funds, the property owners' rights are further
18 defined under Title III of the Real Property Act of
19 1970 as amended.

20 I will be happy to answer any general
21 questions concerning right of way activities during
22 the open forum, and I will be available after the
23 Design Public Hearing for any other questions you may
24 have.

1 Thank you.

2 MODERATOR SLOAN: Thank you, Pam.

3 Next, I'd like to invite Rick Azzalina
4 with Fay, Spofford & Thorndike to describe the project
5 in detail for you. Please hold all of your questions
6 until after he has completed his presentation and we
7 have opened the hearing to the public. Thank you.

8 Rick?

9 RICHARD AZZALINA: Thank you, Kim.
10 Is my voice coming across okay for
11 everyone to hear?

12 AUDIENCE: Yes.

13 RICHARD AZZALINA: Thank you. Thank
14 you for all coming this evening. Your comments
15 obviously are much needed and much appreciated for
16 this very important project, and it's evident by the
17 turnout here this evening.

18 I'm going to go through a quick
19 PowerPoint presentation because I know a lot of people
20 want a chance to speak. But I want to give you a
21 general overview of the project elements, its
22 components, and try to give you a sense of what it
23 might look like in the future. And I just want you to
24 be reassured that the photographs that we have chosen

1 for representative samples, as representative samples
2 of what it might look like, are just that. They're
3 representative samples. So, obviously, your input is
4 needed to make sure that we achieve the goals and the
5 objectives of the Town and all those involved.

6 The Project Purpose and Need. It's
7 very important that everyone understand that the major
8 purpose of this project is to upgrade the aging
9 infrastructure of Mass. Avenue. And what I mean by
10 that is we're going to do roadway resurfacing, not
11 reconstruction -- resurfacing. That's a cold plane,
12 or a grinding operation, if you will, and then an
13 overlay of the roadway. There will be some isolated
14 locations of full-depth, but only where we have
15 proposed neck-downs for crosswalks and any sidewalk
16 widening. But, for the most part, 95 percent of this
17 project or more, will be a roadway resurfacing project
18 with new pavement markings.

19 We're also going to reconstruct the
20 sidewalks as necessary. And what I mean by that is
21 that as part of a federally- and state-funded project,
22 we have to ensure that the sidewalk slopes meet ADA
23 requirements. And I know much of the sidewalk out
24 there does not. And, also, the ramps do not meet

1 current requirements, the wheelchair ramps.

2 Crosswalk enhancements will be part of
3 this project. As I mentioned, we'll be shortening I
4 think pretty much all 14 of the crosswalks that exist
5 on Mass. Avenue itself by virtue of neck-downs.

6 Bicycle and transit improvements will
7 be incorporated as well, bicycle accommodation.

8 Traffic signal improvements will be
9 made at all the signalized locations. And we're
10 proposing to signalize one further location as well at
11 Bates Road.

12 The traffic signals will have emergency
13 pre-emption. What I mean by that is that as an
14 emergency response vehicle approaches that signal in
15 the future, a person on the vehicle will have a
16 transmitter and he'll be able to control that signal
17 to give him priority so he can pass through the
18 intersection without fear of anybody running a light.
19 So, that will help with response time.

20 Street furnishings and landscaping,
21 obviously, are another major component of this
22 project: benches, pedestrian lighting, landscape
23 elements, widening of sidewalks as much as we can in
24 the downtown business district and so on.

1 And, finally, all of these things
2 combined we hope will create a safe environment for
3 the corridor and all of its users.

4 The Project Overview. It's obviously
5 on Mass. Ave., from Pond Lane, here, all the way to
6 the Cambridge city line. It's about one mile in
7 length. As Kim mentioned earlier, it is state- and
8 federally-funded.

9 When we talk about state- and
10 federally-funded projects, we are required by the
11 state as engineers and planners to make sure that our
12 transportation projects meet the accommodations of all
13 of its users -- we are required by state and federal
14 guidelines, guiding principles if you will, to make
15 sure that our transportation projects in the future
16 meet all of the accommodations for all of the corridor
17 users. And what I mean by all of its users, we're
18 talking about vehicles -- automobiles, trucks,
19 emergency response vehicles, motorcycles; pedestrians
20 obviously; bicyclists; and transit vehicles -- buses,
21 taxis, shuttles. MassDOT Project Development and
22 Design Guide states that the roadway system of the
23 Commonwealth should safely accommodate all users of
24 the public right of way. That's one of the

1 fundamental principles of this project.

2 In addition the U.S. Policy Statement
3 On Bicycle And Pedestrian Accommodation states that
4 the DOT policy is to incorporate safe and convenient
5 walking and bicycling facilities into transportation
6 projects. It's no longer just vehicles; it's all
7 users. Transportation agencies are encouraged to go
8 beyond minimum standards to provide safe and
9 convenient facilities for these modes. It's very
10 consistent -- the DOT policy is very consistent with
11 the Complete Streets Policy of many communities across
12 the nation today, some of which are in Massachusetts,
13 but a number of them, obviously, in other parts of
14 this country.

15 The Mass. Ave. Project Goals. I think
16 we're all familiar with them. They exist on the
17 Town's website. We have recategorized those same
18 goals, those same fundamental goals, into the four
19 categories of users that I just defined.

20 Vehicular improvements, we have three
21 major goals: maintain motorist mobility, create a
22 safe and more orderly traffic flow, and reduce through
23 traffic around local and neighborhood streets.

24 In terms of pedestrian enhancements,

1 two of the goals that are listed on the website
2 indicate we are going to improve pedestrian safety and
3 mobility and enhance the streetscape.

4 And, finally, bicycle accommodations:
5 We will improve cyclist safety and mobility, and, for
6 transit users, we will improve the environment for all
7 of the transit users of this corridor.

8 Vehicular mobility is our number one
9 guiding principle in terms of what I'm about to
10 present subsequent to this slide. We undertook a
11 traffic analysis. That was one of the first things we
12 did in this corridor was to look at the traffic flow
13 within the corridor. And we know that we have to
14 maintain vehicular mobility.

15 Traffic studies, not just ours that we
16 conducted over the last year-and-a-half to two years,
17 but studies over the last decade, have all concluded
18 that surplus pavement exists in the Mass. Ave.
19 corridor. What I mean by that is that you don't need
20 so much pavement out there to accommodate the future
21 traffic projections. And, with that, those traffic
22 projections, we've actually taken and utilized a
23 higher annual growth rate than what was given to us by
24 CTPS. So, we know we're being very conservative even

1 in that regard.

2 So, the real challenge here is that
3 once we know we have surplus pavement in the corridor,
4 the real challenge is what do you do with that surplus
5 pavement? How do you reallocate more appropriately
6 for all of the users of the Mass. Avenue corridor?
7 So, it's a reallocation process.

8 We looked at the addition of curb
9 extensions to make pedestrian crossings safer.

10 We looked at dedicated use of bicycle
11 lanes, or bicycle accommodation in general, and then
12 decided that having dedicated bicycle lanes was the
13 preferred method by MassDOT.

14 And, we looked at what kind of enhanced
15 pedestrian amenities can we achieve. Where can we
16 make sidewalks more enjoyable for people to use, for
17 people to visit?

18 Pedestrian Crossings. Again, we've
19 made the crossings shorter. There are 14 major
20 crossings of the corridor. All of them are shorter
21 than the existing crossings by about 30 to 40 percent.
22 That's a significant time savings in the crossing
23 itself. It's about an average of 10 seconds less to
24 cross the road. That may not sound like a lot, but

1 when you equate that to how much more green time you
2 can provide for people, for motor vehicles on Mass.
3 Ave., it actually equates out to be quite a bit.
4 There are significant operational advantages at Lake
5 Street and especially down at Route 16 because of
6 this.

7 Now, let's talk about, again, the four
8 categories of users.

9 Vehicular Improvements. This is the
10 part of the presentation that I said that I would like
11 to try to get you to feel what it might look like in a
12 given location along the corridor as part of this
13 plan.

14 The photo on the upper left is a view
15 of Lake Street looking westbound. It's pretty wide
16 open, no markings, the signals need to be upgraded.
17 As part of this proposed plan, we're going to provide
18 an exclusive left turn lane from Mass. Avenue onto
19 Lake Street. We're going to provide new striping and
20 signage. And we'll provide channelizing devices in
21 the downtown area -- flush medians, raised medians
22 where we can, and basically make it more pedestrian
23 friendly. And we're going to improve the signal
24 operations and timing and phasings, which will enhance

1 the mobility of the traffic flow throughout the
2 corridor. That's what I talked about earlier about
3 vehicular mobility.

4 The picture that you see to the right
5 is just a representative example of what the
6 improvements might look like. It shows the left turn
7 storage lane at the intersection. It shows a single
8 lane westbound along Mass. Ave. And it also shows the
9 bicycle lane. So, it gives you a general feel for
10 what it might look like in the future.

11 At Linwood and Foster Street, we
12 propose to make geometric traffic calming measures,
13 basically slight adjustments at the intersection
14 itself to slow traffic down, especially turning
15 traffic; designating vehicle/bicycle travel with
16 pavement markings; providing consistent travel lane
17 widths throughout the corridor is very, extremely
18 important; and, finally, signal upgrades to include
19 emergency pre-emption and bicycle detection,
20 especially on Linwood Street which is a connection for
21 bicyclists to the Minuteman Bike Trail.

22 So, again, the existing photo to the
23 upper left showing the lack of delineation on the
24 roadway itself, no markings, pretty much wide open.

1 And the picture on the upper right, which is looking
2 westbound, it kind of gives you a sense of what that
3 eastbound approach might look like to that
4 intersection. You have a parking lane, you have a
5 dedicated bike lane, and you have a travel lane with a
6 raised -- a raised median in this case, but at the
7 actual Linwood Street/Foster Street intersection we
8 have a flush median there.

9 At Bates Road and Marion Road, at this
10 location it is not signalized today. And our traffic
11 analysis shows that the intersection should actually
12 be signalized to improve safety and operations at this
13 location. There are many turning movements that go on
14 here. That photograph is just representative of one
15 particular situation where you have vehicles turning
16 from all directions at the same time. It's a very
17 unsafe condition. Sometimes vehicles get trapped in
18 the middle of the road when they're trying to make a
19 left onto Mass. Ave. as well.

20 So, we're proposing signals here. It
21 does warrant signals. The volumes are high enough to
22 warrant traffic signals at this location. And we
23 think it makes sense to make this intersection safer
24 for all its users.

1 Signal improvements will effectively
2 manage traffic along the corridor as well as along
3 Bates Road. And the new signal will improve safety,
4 as I mentioned.

5 Here you can see a representative
6 photograph. This is actually Summer Street in
7 Arlington. But it shows the new signal with the
8 emergency pre-emption on the signal. And, as I said,
9 those types of devices will be at every signalized
10 location.

11 Now, with regards to pedestrian
12 enhancements, this is a view of Mass. Ave. at Teel
13 Street looking south. We will propose -- we are
14 proposing as part of the project, and what will be
15 representative at most intersections -- actually, all
16 intersections -- new ADA compliant sidewalks and
17 wheelchair ramps. Pedestrian signals will be upgraded
18 as well.

19 Again, this is -- oh, sorry -- this is
20 a representative photo of a project in Arlington here
21 at Summer Street. And you can see the new concrete
22 sidewalks, the new pedestrian wheelchair ramps with
23 the tactile warning pads for the signal, and, also,
24 new signals with emergency pre-emption.

1 Down at the bottom, we have a view of
2 Lafayette Street looking west. This is basically an
3 uncontrolled crosswalk at this location. And what I
4 mean by that is it's not signalized. And there are
5 many of these along the corridor. And what we do to
6 enhance the safety of both the pedestrians and the
7 driver is to provide neck-downs where we can to
8 improve visibility of the pedestrian in the crosswalk
9 and to make the crossings shorter. And that's what we
10 intend to do at seven of the 14 crossings that are in
11 the corridor. The other seven, as I said, are
12 signalized locations and will have pedestrian signals.

13 Representative pedestrian enhancements,
14 what we can expect to see along the corridor. The
15 photograph to the left is a view looking westbound on
16 Mass. Ave. in the business district area. And the
17 photograph to the right is an example of what it might
18 look like when this project is complete.

19 We propose to add green space anywhere
20 we possibly can along the corridor. And, by that I
21 mean new trees as well as preserving existing trees.
22 We are only, I believe, removing one or two trees
23 because of reallocation of space for bus stops.
24 That's another important part of this project, and

1 I'll get into that in a little bit.

2 We're adding street furniture outside
3 the main walking areas. And, again, this is primarily
4 between Orvis Road and Milton Street, adding benches,
5 trash receptacles, decorative paving, and bicycle
6 ramps, as well as the landscape improvements that you
7 see in the photograph.

8 Locate areas for seating and areas for
9 bus shelters, and we'll add pedestrian scale lighting
10 in the downtown area as well, all aimed at making it
11 more enjoyable and more inviting for the public.

12 In terms of bicycle accommodation, we
13 looked at both a shared use facility as well as a
14 dedicated bicycle lane facility along this corridor.
15 The shared use facility, within the portions of the
16 corridor where we're not making any curb line
17 adjustments, a safe shared use facility does not
18 physically fit within the Mass. Ave. corridor. And
19 what I mean by that is that right now there is
20 basically 25 feet of pavement on either side of the
21 center line plus an eight-foot parking stall. That 25
22 feet of pavement is not sufficient to provide safe
23 shared bicycle accommodation. And that's per the
24 MassDOT design, Policy Design Guide Book. We would

1 have to widen Mass. Avenue by about one to two feet on
2 each side in order to provide a safe shared use
3 facility. And that is assuming that, you know, it's
4 operating like it is today.

5 We have surplus pavement in the
6 corridor. So, rather than provide a shared use
7 facility with the number of proposed lanes that we're
8 recommending, we chose to provide dedicated bicycle
9 lanes because it's safer for everybody involved. It's
10 safer for the bicyclist because they know where to
11 ride; it's safer for the drivers because they're made
12 more aware of the fact that they're sharing the road
13 with bicycles and they have their own dedicated lanes
14 to be in. So, it provides an awareness of where
15 everybody is.

16 The view on the top, obviously, the top
17 left, is a view looking west, again, on Mass. Ave.
18 You can see what typically happens when you have
19 bicycles on a very wide stretch of pavement. A lot of
20 time vehicles will tend to drive staggered. They'll
21 shy away from driving side-by-side because they just
22 want to stay that much further away from the bicyclist
23 who wants to stay away from the parked vehicle.

24 So, in the proposed, we had surplus

1 space. And with that surplus space we have dedicated
2 bike lanes. And that bike lane is actually five feet
3 in width. It's one foot wider because it is next to
4 parallel parking. And the parking accommodation that
5 we've chosen for this project is also very generous.
6 It's a 10-foot parking accommodation, but the parking
7 stall itself will still be designated as eight feet.
8 It will still be parked out at eight feet. So, we
9 have an additional two feet beyond the eight-foot
10 parking requirement and an additional foot in the bike
11 lane. That's an additional three feet typically you
12 don't see in most communities.

13 So, in this particular instance, you
14 can see from the photograph on the top right that when
15 somebody opens the door it does not encroach into the
16 bike lane. It will not encroach into the bike zone.

17 There is one exception to this
18 location, or to that particular -- that particular
19 view. And that is within the downtown area, the
20 parking accommodation ranges between eight-and-a-half
21 to nine feet, not 10. And that was to provide
22 additional flush medians and pedestrian refuges,
23 refuge islands, at either end of the downtown area.
24 So, we have a little bit more encroachment into the

1 bike lane, but certainly much more -- it still meets
2 MassDOT requirements. MassDOT requirements is a five-
3 foot bicycle lane next to an eight-foot parking stall.
4 And we exceed that everywhere on this project.

5 And, finally, with regard to transit
6 use, as a part of this project we have taken the -- in
7 conjunction with comments we've received from prior
8 meetings, in conjunction with the Town officials, we
9 have come up with a plan where we think we've
10 optimized the location of bus stops. We've taken the
11 liberty to move the bus stops or crosswalks so that
12 those -- the bus stops are closer to the crosswalks
13 and vice versa.

14 Here you see a typical bus stop. This
15 is the first one you see when you're coming into
16 Arlington from Cambridge. And you can see the clutter
17 of debris here. You know, there's the bus stop sign.
18 There's the tree. There's the hydrant. And
19 somebody's supposed to get off the bus and get to the
20 sidewalk.

21 When this project is done, every single
22 bus stop that we reconstruct will be compliant with
23 the Federal Transit Authority's Transportation
24 Cooperation Research Report 19. What that means is

1 we're going to comply with FTA requirements in terms
2 of bus stop accommodation, bus stop zones.

3 And that's the graphic that you see
4 here. It's a 40-foot bus. And we'll actually provide
5 two locations where there will be lifts from the bus,
6 the front door as well as the rear door. So, those
7 areas will be clear of any type of streetscape
8 amenities, if you will.

9 The bus stop locations, as I said, are
10 integrated with the corresponding sidewalks. The bus
11 stops have been designed with improved signage and
12 striping. And the curb stop zone, as we call it,
13 which is the -- I'm sorry -- the bus stop zone, as we
14 call it, the 40-foot zone, it actually is a little bit
15 longer because you have an entering zone and an exit
16 zone for the bus driver to come in and exit as well.
17 So, that's another improvement we made on the
18 corridor.

19 A lot of times buses can't get into the
20 bus stop and they're sticking half out into the travel
21 lane. As part of this project that should not happen.
22 The bus stop zones are sufficiently long enough to
23 allow an entrance, a stop, and an exit, and they're
24 sufficiently long enough to accommodate that.

1 And, again, as I said, they'll be
2 designed and consistent with the Federal Transit
3 Authority's guidelines.

4 So, we have discussed the Mass. Ave
5 project goals. We've categorized these goals into the
6 various users of the corridor: vehicles, pedestrians,
7 bicyclists, and transit users. What happens when we
8 put all of this together? We get improved access to
9 the business area and we get an increase in business
10 patronage. Very, very significant -- a very, very
11 significant benefit of this project.

12 This is a view on the top left, I think
13 it's in front of Olivio's Restaurant. It's looking
14 west. And, at that location for instance, the
15 sidewalk is a mere nine feet. And that includes the
16 trees and the poles that exist there. In this
17 particular case, you see the fire alarm box. When our
18 project is done that sidewalk will be widened to 20
19 feet in width. And that's just a representative
20 example of what could happen at that location.

21 (Crowd reaction.)

22 SELECTMAN CLARISSA ROWE: Hey! Hey!
23 Hey! Uh-uh. Uh-uh. Please. There are too many
24 people here tonight for this. The more we have this

1 kind of yelling -- please. I know you oppose it. But
2 then what we really don't want to have is a shouting
3 match. This is a time to listen and listen to each
4 other. Please do not shut this hearing down by this
5 kind of yelling.

6 Thank you.

7 RICHARD AZZALINA: Again, I want to
8 emphasize again, and I tried to emphasize it before I
9 started, I'm not trying to say that that photograph in
10 the top right, you know, looks like Mass. Ave. or
11 should be Mass. Ave. Mass. Ave. has to have its own
12 character with your input. It's just a sample of what
13 it could potentially look like in the future if we all
14 put our minds together and make it work.

15 In addition to the wider sidewalks in
16 the downtown area specifically, we do have parking
17 improvements along the corridor. In terms of -- we
18 did a parking inventory. There are no lost legal
19 spaces anywhere long the corridor. We have the same
20 number of legal parking spaces, basically 206, along
21 the entire corridor. However, we do have, obviously,
22 pluses and minuses as we go up and down the corridor
23 because, as I said, we moved bus stop locations, we
24 moved crosswalks, and, in some instances, parking

1 spaces had to be sacrificed. They were lost in some
2 places, created in others. So, ultimately, the long
3 and short of it is is that there's no net loss of
4 parking along the entire corridor; there is a net
5 gain, however, of 14 spaces within the business
6 district itself, between Orvis Road and Milton Street.
7 I just want to make that clear.

8 And, with that, I guess I'll open it up
9 to --

10 MODERATOR SLOAN: Can I say a few more
11 words?

12 RICHARD AZZALINA: Um hum.

13 MODERATOR SLOAN: Thank you, Rick.

14 I just want to mention that the plans
15 presented to you this evening are not complete. The
16 next step will be to review any comments received this
17 evening, then amend and complete the plans for
18 advertising and eventual construction.

19 The purpose of this hearing is to
20 solicit your input regarding this project. As the
21 plans are not yet complete, we may not be able to
22 answer all of your questions this evening.

23 Next, I'd like to invite Clarissa Rowe,
24 Chair of the Board of Selectmen. She will be handling

1 the next part of the program, which is the question
2 and answer part.

3 Thank you.

4 SELECTMAN CLARISSA ROWE: Thank you.

5 Thank you, Kim.

6 What MassDOT likes to do at the moment,
7 at this next moment, is get the public officials to
8 speak to you briefly. The Board of Selectmen has
9 decided not to speak so that we can have more time for
10 you all to speak. But, Senator Donnelly, and then I
11 believe Representative Brownsberger, would both like
12 to have a brief word.

13 SENATOR KENNETH DONNELLY: Thank you,
14 Chairman Rowe. And, we are here, both -- I'm Senator
15 Donnelly. Representative Brownsberger is with me. I
16 know that Representative Kaufman also had -- he had
17 something to do tonight. And I think Representative
18 Garballey had a conflict and he's trying to get here.

19 We are here to listen. We want to hear
20 the input. We want to hear what the residents and the
21 citizens, what they have to say.

22 And, we did draft a letter to write a
23 letter to Secretary Mullan. As your elected
24 officials, we have a responsibility to support the

1 Town in whatever they choose.

2 "The Arlington Board of Selectmen
3 recently submitted a proposal to invest in
4 infrastructure improvements along Massachusetts Ave.
5 to improve public safety and encourage economic
6 development in the Town of Arlington. The
7 neighborhoods abutting Mass. Ave. are experiencing a
8 period of unprecedented population growth and
9 development. This wave of growth has added to the
10 traffic congestion along Mass. Ave. and subsequently
11 made the area more dangerous for pedestrians and
12 cyclists. The project would increase the number of
13 crosswalks in high traffic areas and add curb
14 extensions, bumpouts to decrease the crossing distance
15 and time a pedestrian spends in the road. It would
16 also modernize traffic signals, replace signage,
17 improve overhead lighting, and improve bicycle
18 traffic.

19 There have been, and continue to be,
20 many public meetings about the project. And while
21 there is certainly not 100 percent support for it, we
22 are encouraged by the Board's commitment to continuing
23 this dialogue.

24 We appreciate your consideration of the

Arlington Reporting Company
(339)674-9100

1 Arlington Board of Selectmen's proposal and are
2 available to answer questions and discuss the project
3 with you and your staff.

4 Sincerely, Senator Donnelly,
5 Representative Brownsberger, and Representative
6 Garballey, and Representative Kaufman."

7 So, we're here to listen tonight and
8 we're here to get input and support the choice of the
9 Town of Arlington.

10 Thank you.

11 (Applause.)

12 SELECTMAN CLARISSA ROWE: Thank you,
13 Ken, and thank you, Will, for being here to listen.
14 We're also here to listen.

15 I'm really proud of this Town. This is
16 wonderful attendance. And I really thank you all,
17 whether you're for or against it, for being here
18 tonight. It really -- this is a tremendous community.
19 We're very strong-minded.

20 The most important thing tonight, we
21 don't have that much time. Kim and I thought we would
22 be done by 10:00. Some of you know that we handed out
23 300 cards, yellow cards, in a random fashion. We will
24 stay until everybody has spoken that wants to speak.

1 It may be next Tuesday -- no, not really. But I ask
2 you, please, please, please, don't clap, don't hiss,
3 don't boo. Most importantly, come up, say your name,
4 spell your name for that nice stenographer over there
5 because he can't hear everything. Please give us your
6 address and give us the town that you live in, whether
7 it's Arlington or not. It's very important we have
8 this for the record.

9 So, with that, I would like to ask Card
10 Number 1 to please come up and speak. If you have the
11 low numbers, please start lining up. There may be
12 gaps, although I think we probably have more than 300
13 people here, which is great. So, would Speaker Number
14 1 come up?

15 SELECTMAN DAN DUNN: You forgot to say
16 how long they have.

17 SELECTMAN CLARISSA ROWE: Oh, I'm
18 sorry. Thank you, Dan.

19 You have three minutes to speak. And I
20 believe there's a timekeeper.

21 JOEY GLUSHKO: Right here.

22 SELECTMAN CLARISSA ROWE: Joey Glushko
23 has a yellow card and she will raise it when you have
24 30 seconds to go. And then when you're done she'll

1 put the red up. Thank you so much.

2 And I forgot to introduce Carol
3 Kowalski, Laura Wiener, and Joey Glushko of our
4 Planning staff who put this together. This is a new
5 method of public participation. We knew from the old
6 -- from the other public meetings that people got
7 tired of standing. So, we're going to try this, see
8 how it works. So, be patient as we try to work it
9 out.

10 Would Speaker Number 1 please come up?

11 (No response.)

12 Speaker Number 2? Oh, they're coming
13 down the stairs. Okay. Would Speaker Number 3, 4,
14 and 5 get ready? Okay.

15 AUDIENCE: Where are those yellow cards
16 available?

17 SELECTMAN CLARISSA ROWE: The yellow
18 cards were at the front door.

19 There are more seats upstairs if
20 anybody wants to sit down. There's an elevator on the
21 right hand side.

22 All right. Four, why don't you come up
23 first?

24 MELINDA DREW: Can you hear me?

1 SELECTMAN CLARISSA ROWE: Yes.

2 MELINDA DREW: My name is Melinda Drew.
3 I live at 18 Grafton Street in Arlington. I came with
4 one comment, but after listening to this plan I now
5 have two.

6 First of all, in your Frequently Asked
7 Questions, number two, you say there are three studies
8 that show that corridor -- the lanes will be
9 sufficient to carry the traffic. If you've ever been
10 out on Mass. Ave. during rush hour in the morning,
11 which I do every single morning, and rush hour at
12 night, you have to know that that's not true. That's
13 complete nonsense. There is no way that you will
14 sufficiently carry the traffic. You may be talking
15 about traffic at times other than rush hour, but it's
16 certainly not going to work in rush hour.

17 Secondly, all of these new spaces
18 you're adding are primarily on my street, I discovered
19 tonight. So that's my second comment. I have a
20 problem with that. And I think that the neighbors
21 should have been notified of that.

22 Thank you.

23 (Applause.)

24 SELECTMAN CLARISSA ROWE: Please hold

1 your applause.

2 Why, Lyman, you got number two somehow.

3 Very good work.

4 Now, would people like an answer or

5 would they like just to have the comments come?

6 AUDIENCE: Just the comments.

7 SELECTMAN CLARISSA ROWE: Okay. Just

8 the comments. All right.

9 (Opposition from audience.)

10 SELECTMAN CLARISSA ROWE: Okay. I will

11 ask Rick to answer in 30 seconds.

12 RICHARD AZZALINA: Okay. Basically,

13 the answer to your first comment about the operations

14 that will not be satisfied, you have to remember that

15 the existing traffic signals are not operating very

16 efficiently today. Okay? That's number one.

17 Number two, the pedestrian crossings

18 are much longer than they will be in the future. So

19 that takes up more time. All of the time savings that

20 we achieve by shorter crossings and improved

21 operations at the signalized intersections will help

22 to keep traffic moving. Everything points to that

23 direction.

24 With regard to the parking, we have a

1 net gain of one space on Grafton Street. We did take
2 Grafton Street into account. There is one space
3 gained by the angled parking. That's it.

4 SELECTMAN CLARISSA ROWE: Thank you,
5 Rick.

6 Lyman?

7 LYMAN G. JUDD, JR.: Lyman G. Judd,
8 Jr., J-U-D-D, first name, L-Y-M-A-N, lifelong resident
9 of Arlington. I now reside at Winslow Towers, 4
10 Winslow Street, apartment 710. I'm a lifelong
11 resident.

12 My comments I hope will be listened to.
13 Every time I hear the word "traffic calming" I think
14 of traffic jamming. It's very rare that you can take
15 something from a 10-pound bag and put it in a five-
16 pound bag without having some kind of a shall we say
17 overflow. And, unfortunately, I think I can give you
18 a very good example. Look at Mystic Valley Parkway in
19 Medford from the U-Haul place all the way over.
20 That's traffic calming, meaning you're backed up all
21 the way to the last traffic light. And we'll have the
22 same thing here.

23 Also, Central Square, Cambridge, if you
24 go from the middle of Central Square, Prospect Street

1 and Massachusetts Avenue, and go east to the fire
2 station, you have exactly the same setup as what is
3 proposed for here. I don't think it's going to be
4 successful. I would love to be proven wrong, but I
5 don't think so.

6 As far as bumpouts -- by the way, one
7 of the problems with Massachusetts Avenue is speed.
8 Unfortunately, we have a skeleton crew for a police
9 department and enforcement is spotty. And if we have
10 any further reductions of the police department, I
11 don't know what we'll do. Maybe we'll have to get
12 people out there with paintballs.

13 I can give you a problem there. This
14 happened to me just last night. I was driving along
15 Massachusetts Avenue heading east. I just left Stop &
16 Shop. I was in the left-hand lane. Somebody decided
17 to go faster and pass me on the right side and ran
18 over the bumpout which is opposite to the brand new
19 CVS, and almost threw him back into my lane. I
20 mention that these things should be carefully marked,
21 reflectorized, and everything else to prevent people
22 from running into them accidentally and also for snow
23 plowing.

24 Central Square, as I said, okay, Mystic

1 Street, Mass. Avenue, Pleasant, there's another case
2 of traffic engineering gone wrong. I live and look
3 right down on that and I see a lot of times a traffic
4 jam coming up where you try to narrow down to one lane
5 from three. It doesn't work too well. Plus, the
6 signal system there is unbelievable.

7 However, people have proposed a test
8 run. I would hope that maybe that could be done. If
9 not, I would just say that if the powers that be are
10 set on having this done and accomplished, I would like
11 to know, seeing as we're going to spend \$5.8 million
12 on it, has anybody done an estimate of how much it
13 will cost to restore Massachusetts Avenue to its
14 original configuration.

15 (Applause.)

16 SELECTMAN CLARISSA ROWE: Okay. Hold
17 the applause.

18 Lyman, you've got to finish up, please.

19 LYMAN G. JUDD, JR.: Very quickly, as I
20 say --

21 SELECTMAN CLARISSA ROWE: Lyman.
22 Lyman, please, we've got a lot of people behind you.
23 Thank you.

24 LYMAN G. JUDD, JR.: Thank you. By the

1 way, federal, state, and local --

2 SELECTMAN CLARISSA ROWE: Thank you.

3 Mr. Berger.

4 (Applause.)

5 SELECTMAN CLARISSA ROWE: Come on.

6 Please. I know he's your hero but we've got a lot of
7 people to hear.

8 ERIC BERGER: My name is Eric Berger,
9 E-R-I-C, B-E-R-G-E-R. I live at 18 Hamilton Road in
10 Arlington.

11 I first heard about this project in
12 February of 2009. It made no sense. I thought how
13 will removing two travel lanes on Mass. Ave. improve
14 public safety and reduce congestion? And I came to
15 the conclusion that it won't. Removing those lanes
16 undermines public safety and increases congestion.
17 It's obvious. From then on, I've dedicated much time,
18 effort, and money to call attention to the
19 disastrously unsafe side effects of this project.

20 First, I joined the East Arlington
21 Concerned Citizens Committee. Now, Town officials
22 have brushed us off, dismissing us as a small group of
23 misinformed citizens. You'll learn tonight, our group
24 is neither small nor misinformed.

1 I also retained a legal team. One
2 member, Attorney Rossi, is here tonight. He's going
3 to tell you that there's compelling evidence that the
4 Town officials have engaged in a dishonest campaign to
5 justify the use of nearly \$6 million in public highway
6 safety funds on this project.

7 Let me be clear. This project is not
8 about safety. Mass. Ave. is safer than comparable
9 roadways. And there is no evidence, nothing, that
10 accidents or injuries are on the rise.

11 I also retained a civil engineer, Dana
12 Lynch. He's here tonight. He's going to tell you he
13 reviewed the Town's plan and the proposed redesign
14 raises a number of serious concerns, including an
15 increase in cut through traffic as well as emergency
16 response times.

17 The four existing travel lanes that are
18 out there now serve many thousands of motorists and
19 transit bus riders who make tens of thousands of trips
20 daily down and up Mass. Ave. To remove two travel
21 lanes, one for a mile and one for a third of a mile,
22 to make room for two bike lanes used by several dozen
23 advanced level cyclists, bike lanes that will die
24 after one month and lie very near the Minuteman Bike

1 Lane, is the epitome of a government taken over by the
2 special interests of few.

3 (Applause.)

4 ERIC BERGER: If these travel lanes are
5 removed for the special interests of a few, all of
6 Arlington is going to suffer.

7 You'll receive tonight powerful
8 evidence of the widespread opposition to the removal
9 of these travel lanes. Petitions opposing their
10 removal signed by over 2,500 residents, I brought them
11 to give them to you. And if our Committee extends its
12 petition drive across Arlington going door-to-door,
13 we'll submit many thousands more to you. And, believe
14 me, we're ready to do this.

15 You're going to also receive tonight a
16 letter from the business community. Eighty-one, 74
17 percent of the businesses located on the corridor,
18 oppose this plan.

19 Is there room for compromise so
20 Arlington can receive funding for worthwhile items in
21 this plan? Yes.

22 SELECTMAN CLARISSA ROWE: Mr. Burger,
23 thank you.

24 ERIC BERGER: Yes, there is. But you'd

1 have to keep the four lanes.

2 (Applause.)

3 SELECTMAN CLARISSA ROWE: Please. Hey,
4 please. Please, hold your applause. Thank you.

5 Next? Come on up. Go ahead.

6 JENNIFER GRIFFITH: I'm Jennifer
7 Griffith. I live on Edith Street here in East
8 Arlington. I've been living in Arlington for over 20
9 years. And I'm a huge supporter of this project.

10 (Applause.)

11 JENNIFER GRIFFITH: I'm in support for
12 many, many, many reasons. But I also want to just let
13 you know I think the petition that they are
14 mentioning, people were not informed of the plan.
15 There was a lot of rhetoric that went around. And I
16 think that some of those signatures may be not
17 informed. So I would say that for maybe not all of
18 them, but some of them.

19 SELECTMAN CLARISSA ROWE: Let's try to
20 keep our comments not personal.

21 JENNIFER GRIFFITH: Okay.

22 SELECTMAN CLARISSA ROWE: Thank you.

23 JENNIFER GRIFFITH: So, with the
24 project, pedestrian safety needs to be foremost.

1 However, I do also drive a car. And I drive into
2 Cambridge in the morning. And I do know that traffic
3 flow is totally related to -- and the backups are
4 related to the traffic lights. So, I'm encouraged to
5 hear that the traffic lights with the efficiency and
6 all will be improved. I have no doubt that removing
7 one lane cutting into the center is not going to
8 affect flow negative. The project cannot work magic
9 in terms of helping traffic significantly, but I don't
10 believe at all that it's going to make it worse. And
11 I think pedestrian has got to be the foremost
12 improvement here, as well as making the area look much
13 nicer.

14 And I just want to say to people that
15 think they're opposed to the project is what is the
16 alternative, that we're going to just let the area
17 deteriorate further? That's not going to be in the
18 best interest of businesses. And, also, that we are
19 going to end up having to spend Arlington town funds
20 to make improvements to the area or to even just put
21 new traffic lights in and that sort of thing if we
22 don't have this project go forward. And the project
23 is not going to go forward without the components that
24 are in it.

1 And, lastly, a lot of people will say
2 that bicyclists should be on the Minuteman Bike Trail
3 only, but that's just not feasible. People are on
4 Mass. Ave. because they're not going where the bike
5 trail goes. And, also, there are so many other
6 community users on the bike trail, people pushing
7 strollers, older people walking together. When I'm on
8 the bike path, there's people walking dogs. It's just
9 not appropriate for high-speed bicycle commuters to be
10 on that path. They belong where they are, which is on
11 Mass. Ave. So, make that safer.

12 SELECTMAN CLARISSA ROWE: Thank you.

13 (Applause.)

14 SELECTMAN CLARISSA ROWE: Please hold
15 your applause.

16 RICHARD FRAIMAN: Hi. My name is
17 Richard Fraiman. I grew up in Belmont. I live in
18 Lincoln. We own and operate --

19 STENOGRAPHER: Spell your name,
20 Richard, your last name.

21 RICHARD FRAIMAN: It's spelled F-R-A-I-
22 M-A-N.

23 We own and operate the Capitol Theatre,
24 which has been continually operating for 90 years,

1 almost 90 years, and is probably the most visible
2 business in East Arlington. And, of course, this
3 project will have a tremendous impact on the Capitol
4 Theatre and the businesses.

5 First of all, I wanted to thank
6 everybody who has invested so much time and effort in
7 producing this plan. That would include the Arlington
8 Planning, Engineering, Selectmen, Traffic, and the
9 Department of Transportation. And I think that the
10 access to the public to give its input into the plan
11 has been tremendous, unprecedented.

12 We see the amenities from this plan as
13 a tremendous plus -- the repaving, the safe sidewalk,
14 the safe pedestrian crossings for the first time ever,
15 new controlled traffic lights, dedicated turning
16 lanes, and wider sidewalks, not to mention trees and
17 sidewalk furnishings.

18 All of us in the East Arlington
19 business community strive for producing, presenting,
20 and offering good products, good services to our
21 customers. We are all very concerned about the
22 disruption and the negative impact that a project such
23 as this will have on our businesses. But, of course,
24 there is no perfect plan. And to throw out the good

1 to achieve the perfect is silly.

2 We feel that the plan should be
3 measured by the standard what does the greatest
4 possible good for the greatest number of people in the
5 community. And we have come to the conclusion that
6 this plan definitely accomplishes that.

7 So, we look forward to seeing the
8 project being completed for a safer and a more
9 attractive East Arlington and Mass. Avenue.

10 Thank you very much.

11 SELECTMAN CLARISSA ROWE: Thank you.

12 (Applause.)

13 PAUL HUTCHINS: Good evening. Paul
14 Hutchins, H-U-T-C-H-I-N-S.

15 SELECTMAN CLARISSA ROWE: Could you say
16 your address?

17 PAUL HUTCHINS: I'm the owner of the
18 Rogers and Hutchins Funeral Home. We just opened at
19 292 Mass. Ave.

20 AUDIENCE: We can't hear you.

21 PAUL HUTCHINS: We strongly oppose
22 this. We feel it's going to be a major impediment to
23 our business.

24 I grew up here in Arlington, in East

1 Arlington, on Amsden Street. And I've got to tell
2 you, many times leaving my house on Amsden Street
3 going to Cambridge where I used to work, I would sit
4 at Thorndike Street through many cycles of the light
5 trying to get on.

6 I believe that East Arlington does need
7 a facelift, but I think narrowing it down from four
8 lanes to two is not going to be good.

9 Thank you very much.

10 SELECTMAN CLARISSA ROWE: Thank you.
11 Thank you very much.

12 (Applause.)

13 ALEX BILSKY: My name is Alex Bilsky, B
14 as in Boy, I-L-S-K-Y. I live at 47 Amsden Street in
15 Arlington.

16 I am here tonight to voice my strong
17 support for the plan. I live, as I said, on Amsden
18 Street, with my wife and my two small children. And
19 I'm strongly in favor of improvements to Mass. Ave. to
20 make it safer for pedestrians, cyclists, and
21 motorists, especially pedestrians.

22 I cross Mass. Ave. every morning, every
23 school day. I walk with my daughter to school. And
24 the scariest part of it every morning is walking

1 through that crosswalk in front of Trinity Baptist
2 over toward Barton Street. I've got white knuckles
3 every morning with her doing that. We've been lucky
4 so far. I hope it stays that way. But I think these
5 improvements that are represented would be great for
6 that crosswalk and all the other crosswalks mentioned.

7 Of course, flow for motorists is
8 important. As was presented, we'd still have two
9 lanes eastbound for the flow of the traffic going into
10 Arlington. There's only one lane being removed, which
11 is the westbound lane, where there's much less traffic
12 going to Arlington Center.

13 I'm a motorist. I drive to work every
14 morning. That's how I get to work. So that's
15 important to me to be able to get through to work.
16 And I drive during rush hour.

17 So, it's even more important to make
18 sure -- well, they're both important. They're both
19 going to happen. But we need to have those
20 improvements for safety for bicyclists and pedestrians
21 as well. I'm glad those are in the plan.

22 I also wanted to say that my family, we
23 moved to Arlington because we wanted to live in a
24 walkable community and a safe community. And I think

1 that's what this plan does. It makes it more walkable
2 and more safe. I grew up down South in a town, a city
3 that was not walkable. You could drive your car very
4 fast anywhere you wanted to go, but there really
5 wasn't anywhere worth driving. Arlington has lots of
6 great places, lots of great places to walk to. And I
7 think this plan will make it even more like that.

8 So, I hope the plan goes forward in a
9 form very similar to the one presented.

10 Thank you.

11 SELECTMAN CLARISSA ROWE: Thank you for
12 your comments.

13 (Applause.)

14 JOHN DUNN: Hello. My name is John
15 Dunn, D-U-N-N. I live at 36 Aerial Street in
16 Arlington.

17 I'd like to take this opportunity to
18 thank you for giving me a chance to speak on this
19 project. I have owned and operated Arlington Vision
20 Center and done so for the past 27 years.

21 I would like to start by stating that
22 as a business owner I would like to see as many
23 bicyclists, pedestrians, and cars as possible to pass
24 by my door. My opinion is that if you take away two

1 travel lanes from Mass. Avenue for a one-mile stretch
2 in one part and a third of a mile in another part, I
3 believe it will increase traffic congestion, longer
4 commuting times, more difficulty parking, and more cut
5 through traffic in our surrounding residential
6 neighborhoods.

7 I was also one of 81 business owners to
8 sign a letter stating our opposition to the reduction
9 in the travel lanes, which is approximately 74 percent
10 of the businesses along this section of Mass. Avenue.
11 I do have this letter that is signed, ready to present
12 to you to become part of the record.

13 I would also like everyone to recall
14 March 15 and 16 of 2010 when Fresh Pond was flooded
15 and how we had the opportunity and how critical it was
16 to have four lanes on Mass. Avenue to accommodate the
17 diverted traffic, enabling people to get home and to
18 work. Keeping in mind the global warming, this could
19 be a real scenario and what would we do if we had
20 fewer travel lanes available to accommodate this
21 traffic.

22 I appreciate you considering my
23 thoughts in regard to this project.

24 Thank you.

Arlington Reporting Company
(339)674-9100

1 (Applause.)

2 JEFF MAXTUTIS: Hi. My name is Jeff
3 Maxtutis, M-A-X-T-U-T-I-S. I live at 176 Wavereley
4 Street in Arlington. I'm a transportation
5 professional. I'm also co-chair of the Arlington
6 Transportation Advisory Committee.

7 I want to thank MassDOT, the Town of
8 Arlington staff and selectmen, and MassDOT consultants
9 for being here tonight.

10 All professionals who have reviewed
11 this project agree that four lanes are not required
12 for the corridor to accommodate future traffic
13 volumes. The project will provide more orderly, safe
14 traffic flow along the corridor. Signalized
15 intersections control the corridor flow. The existing
16 signal equipment is antiquated and must be updated.
17 New equipment and turning lanes will be provided at
18 each signalized intersection. Because of these
19 improvements, each intersection will operate at
20 improved level of service and lower delay than it does
21 today. The project is complying with MassDOT policy
22 requiring that all travel modes be address. Most
23 importantly, the project will improve safety for all
24 users.

1 For these reasons, I strongly support
2 the project.

3 Thank you.

4 SELECTMAN CLARISSA ROWE: Thank you.

5 (Applause.)

6 ED TREMBLY: Hi. My name is Ed Trembly.
7 I live at 76 Wade Street.

8 SELECTMAN CLARISSA ROWE: Could you
9 spell your last name, Ed?

10 ED TREMBLY: T-R-E-M-B-L-Y. The
11 gentleman from Fay Spofford mentioned that they were
12 going to have decorative pavement on the sidewalks.
13 Could somebody explain exactly what that means?

14 RICHARD AZZALINA: Basically, it's
15 different types of material, not just concrete.

16 AUDIENCE: We can't hear you.

17 RICHARD AZZALINA: The question was
18 explain what decorative pavement is. Again, the
19 decorative pavement that we're proposing as part of
20 this project would be confined to the area basically
21 between Orvis Road and Milton Street, which outlines
22 the downtown business area.

23 ED TREMBLY: Are we talking brick?

24 RICHARD AZZALINA: Pardon me?

1 ED TREMBLY: Brick?

2 RICHARD AZZALINA: No. Brick is not
3 really considered an accessible surface, but some type
4 of different types of materials, stamped concrete, for
5 instance, colorized concrete, things of that nature.
6 And, you know, we consider brick if it was in a non-
7 accessible portion of the sidewalk. But --

8 ED TREMBLY: I would submit to you that
9 even stamped concrete is a little difficult to shovel.
10 It tends to catch the shovels. And you may not want -
11 - especially if you're talking 20-foot-wide sidewalks
12 -- you may not want to think about that because it
13 isn't going to get shoveled 20-feet-wide.

14 RICHARD AZZALINA: Right. I think, for
15 the most part, it might be some type of decorative
16 paver. That's a possibility.

17 ED TREMBLY: That doesn't sound to
18 promising either to somebody who has to shovel.

19 The 20-foot-wide sidewalks that you're
20 talking about, are you going to make them accessible
21 to pickup trucks so they can at least be plowed?
22 Nobody wants to shovel a 20-foot-wide sidewalk. I'm
23 pretty sure of that.

24 RICHARD AZZALINA: Yeah, that happened

1 to be -- that particular location, okay, that's the
2 maximum width sidewalk that we were able to achieve at
3 that location. For most sidewalks within the downtown
4 business district where the widening does take place,
5 we're talking basically an additional four to six feet
6 of width.

7 ED TREMBLY: So the sidewalks are what,
8 nine feet, 10 feet?

9 RICHARD AZZALINA: You're nine-and-a-
10 half to 10-foot sidewalk would go to 14 to 16 feet,
11 pretty much comparable to the rest of the corridor.

12 ED TREMBLY: Okay. So, I will ask that
13 question again. Are you going to make that accessible
14 to pickup trucks so they can plow the sidewalk?

15 RICHARD AZZALINA: Well, I guess
16 sidewalk bobcats, whatever the Town uses for sidewalks
17 now.

18 SELECTMAN CLARISSA ROWE: Okay. Let's
19 not go there.

20 ED TREMBLY: All right. You've got the
21 traffic lights planned on a couple of these
22 intersections. I forget the street names, but one of
23 them goes down to Spy Pond and the other one goes over
24 to Mystic Valley Parkway. There's two intersections

1 that are kind of close to each other. Now, I got
2 promised when you guys were doing -- from MassHighway
3 were doing Summer Street that the lights were going to
4 be timed to each other. They aren't and it screws up
5 traffic. So I would strongly suggest that you time
6 the traffic lights to each other.

7 Now, I do have a comment on funding.
8 It's always bothered me that every public entity
9 expects somebody else to pay the bill. So, we're
10 going to get \$2.5 million from the state of
11 Massachusetts --

12 SELECTMAN CLARISSA ROWE: Ed.

13 ED TREMBLY: -- that's got \$2 billion
14 in debt, and \$2.5 million from the federal government
15 that's \$14 trillion in debt. This doesn't sound like
16 a good idea.

17 SELECTMAN CLARISSA ROWE: Ed. Thank
18 you.

19 (Applause.)

20 SELECTMAN CLARISSA ROWE: You're
21 cutting down on people's time to speak. Please.

22 MARIA ROMANO: Maria Romano, 25 Bates
23 Road, R-O-M-A-N-O.

24 I'm going to read the letter that I

1 want to give you.

2 "My name is Maria Romano and I am
3 speaking as an Arlington resident.

4 We asked FST and Arlington's Planning
5 Board on many occasions in the past two years to set
6 up a mock assembly of the proposed plan. They said it
7 could not be done. We wanted it done to either prove
8 or disprove the Town's proposed plan and be certain
9 that all the elements of their design were given a
10 trial run.

11 Well, as it happened, Mother Nature did
12 that mock assembly for us this past winter, thus
13 reducing Mass. Ave. to one lane in either direction.
14 The tremendous amount of snow that fell created a
15 scenario in which FST, the Planning Department, the
16 Board of Selectmen, and MassDOT could clearly see the
17 negative effect of narrowing Mass. Ave. in that one
18 mile of our very, very busy corridor.

19 You see, it defies common sense to
20 ignore how businesses were negatively affected.
21 Commute times, in most cases, doubled each way. Side
22 traffic impact was horrendous. Emergency response
23 time would most certainly be affected negatively
24 because Mass. Ave. was literally a parking lot of cars

1 and buses and trucks on those one lanes. Deliveries
2 to any of the stores became not only a nightmare, but
3 caused a safety hazard because trucks were parked on
4 that one lane in that one mile of Mass. Ave. Thank
5 you, Mother Nature.

6 So, let's sum it up. If your plan goes
7 through as written, which is to remove two travel
8 lanes, then all of the serious concerns of the
9 thousands of Arlington residents and a good majority
10 of businesses will become a reality, crippling
11 congestion, reduced emergency response time, delivery
12 trucks stopped in the middle of the road to make
13 deliveries because there are no rear delivery
14 locations, businesses suffering from lack of flowing
15 customers, increase of air and noise pollution,
16 increase of side street traffic, loss of overall
17 productivity in the most active and vibrant part of
18 Arlington.

19 Remember, we want Mass. Ave. fixed. We
20 wanted it brought up to the 21st century. We want it
21 safe. And we want your money. But, due diligence
22 must be performed so that the various groups,
23 businesses, residents, and bike enthusiasts have all
24 their comments and concerns reviewed thoroughly and

1 objectively. This has always been a concern of all of
2 our longtime residents and business owners. Let's get
3 it right. Please get it right."

4 Thank you.

5 SELECTMAN CLARISSA ROWE: Thank you.

6 (Applause.)

7 SELECTMAN CLARISSA ROWE: Please.

8 Please. Please. Please. This is not fair to the
9 speakers. Thank you.

10 DANA LYNCH: Good evening. My name is
11 Dana Lynch. My address -- the last name is spelled L-
12 Y-N-C-H. My address is 36 Cardinal Drive, Dover, New
13 Hampshire. I'm here this evening on behalf of Mr.
14 Berger, who has retained me to speak concerning
15 engineering issues.

16 While I am very sympathetic of the
17 engineers' difficulties in putting together something
18 that meets everyone's needs, I think there are a few
19 points here that need to be brought to everyone's
20 attention.

21 The analysis performed under the select
22 three-lane configuration indicates modest increases in
23 many of the 50th percentile queue lengths and
24 signalized intersections, and significant increases in

1 the 95th percentile queues, as it clearly depicted on
2 several of the report graphics. Peak westbound 95th
3 percentile queues are 689 feet at Foster Street, 476
4 feet at Bates Road, 681 feet at Lake Street, and 755
5 feet, almost all the way to Alewife Parkway, at Teel
6 Street, under the 2008 -- excuse me -- 2018 build
7 scenario. The queues are expected to be generally 7
8 percent longer at most of those intersections in 2028.

9 The point of making -- of letting you
10 know about this is the underlying issues are several.
11 What is the cumulative time for vehicles to pass
12 through the study corridor and does it increase to the
13 point where motorists beyond the project limits are
14 severely impacted or avoid the business district
15 entirely? Does the increase in queues give cause for
16 shortcutting through residential neighborhoods? While
17 the study now includes existing traffic count
18 information for numerous side streets, there is no
19 discussion of the likelihood of Mass. Ave. avoidance
20 behaviors which impact existing traffic in
21 neighborhoods.

22 Again, the functional design report
23 fails to prove that through traffic on local streets
24 will be reduced. With lengthy vehicle queues in the

1 peak hours, will left turning vehicles be impeded from
2 accessing numerous side streets and driveways, thus
3 creating further gridlock queues? Similarly, will
4 egress from certain unsignalized side streets be
5 adversely impacted and cause increased delays on said
6 streets? Vehicle parking movements, typical of a
7 heavily traveled and healthy business district, will
8 serve to further compound overall corridor delays and
9 queues.

10 Given the potential queue lengths and
11 the proposed reduction in lanes, most certainly
12 emergency vehicles will likely experience increased
13 response times.

14 I'd like to add that accident data for
15 the corridor does not indicate any unique or excessive
16 crash rates which would indicate that the corridor is
17 inherently unsafe.

18 In conclusion, I would just state that
19 I would encourage MassDOT to look carefully at the
20 overall impacts on efficient movement of the motoring
21 public, those who use the corridor year-round, air
22 quality degradation due to congestion in surrounding
23 neighborhoods.

24 That's it.

1 (Applause.)

2 MELISSA MACDONALD: My name is Melissa
3 MacDonald, M-A-C-D-O-N-A-L-D, 26 Bartlett Street.

4 I'm just going to read a letter that
5 I'll be submitting to MassDOT.

6 "I have been to all but one of the
7 numerous public meetings, workshops, and hearings for
8 this project. I'm an Arlington resident. And, as a
9 landscape architect, I was thrilled to learn about the
10 project when we first learned of it several years ago.
11 The project encompasses so many of the elements that
12 towns and cities across the country are striving to
13 incorporate in their improvement projects, such as
14 bike lanes, streetscape improvements like street trees
15 and benches, traffic calming, and generally just
16 making it safer for pedestrians, cyclists, strollers,
17 and slower pedestrians such as the elderly and
18 disabled.

19 Nearly all of the funding is federal
20 and state and it is in place. MassDOT has said that
21 Mass. Ave. in Arlington is due for refurbishment.
22 This is our opportunity to do that with other people's
23 money. Let's do it and let's do it right. Let's make
24 Mass. Ave. a safer, more attractive place to live,

1 work, shop, ride, drive, and eat.

2 Please move forward with the project.

3 We do not want to lose the funding. I'd like to see
4 all of the improvements in the plan made to Mass. Ave.
5 in East Arlington."

6 Thank you.

7 CHARLOTTE MILAN: Good evening. My
8 name is Charlotte Milan, M-I-L-A-N. I live at 19
9 Bellevue Road in Arlington.

10 I'm thrilled to see the open space kept
11 on the avenue the way it's designed, the trees, the
12 grassy areas. I am a -- I use the bike path. I use
13 Mass. Ave. for biking. I walk. My family commutes to
14 work with bikes. My kids walk to school in Arlington.
15 And, as a homeowner here for 15 years, I want the Town
16 to even have more destination locations for me to go
17 to. I'm equally committed to using local businesses.
18 And I don't travel back and forth across the street in
19 that part of Arlington because I'm afraid of crossing
20 the road.

21 I'm also co-chair of Sustainable
22 Arlington, as well as having worked with other Vision
23 20-20 committees for a number of years, including a
24 diversity task group. Anything that the Town can do

1 to increase accessibility to buses for all people, and
2 keep Arlington a place welcoming to all kinds of
3 travelers, and make Arlington a place that supports
4 the local community here, drawing people to
5 businesses, we will support.

6 And, I appreciate your time. Thank
7 you.

8 (Applause.)

9 AMY WEITZMAN: My name is Amy Weitzman.

10 SELECTMAN CLARISSA ROWE: Get very
11 close to the microphone.

12 AMY WEITZMAN: W-E-I-T-Z-M-A-N, 20
13 Trowbridge Street.

14 Susan Dorson and I co-founded The
15 Little Fox Shop inside the Fox Library in 2008. We
16 sell donated children's goods to benefit the Fox
17 Library. And we have over 40 volunteers that work in
18 our store to raise funds for the library.

19 We are both supporters of the proposed
20 Mass. Ave. redesign. We are very concerned about
21 pedestrian safety in East Arlington. Many of our
22 customers are families with young children who walk to
23 the library with a stroller. We feel that creating a
24 more pedestrian friendly Mass. Ave. is critical to the

1 continued success of the East Arlington Business
2 District.

3 We'd like to have wider sidewalks in
4 front of the Capital Theatre and on the Fox Library
5 block to create space for benches, bike racks, more
6 trees and landscaping. We believe these amenities
7 will draw more people to East Arlington who patronize
8 all business in the area.

9 Wider sidewalks, bumpouts, and other
10 crosswalk improvements will make it easier for both
11 our elderly volunteers and volunteers with small
12 children to access our store and the library. We
13 support the three-lane configuration, bike lanes, and
14 pedestrian improvements. We believe it will create
15 increased safety for everyone in East Arlington.

16 We'd also like to see a raised
17 crosswalk across Cleveland Street and Mass. Ave. Many
18 children are crossing the street to get to the library
19 and drivers are approaching this intersection at much
20 too high a speed.

21 We'd also like to see a sign on
22 Cleveland alerting drivers of children in this area.

23 Lastly, a design that includes wider
24 sidewalks, safer crosswalks, benches, and landscaping

1 would make East Arlington feel more like a community
2 and village. We want people stop and linger not just
3 ride through. East Arlington is a wonderful
4 neighborhood. I know most of the shop owners and
5 employees by name.

6 Right now there's only one bench in the
7 business district kindly put out each day by the
8 owners of Maxima Gift Center. I often sit there with
9 my daughters enjoying coffee and a treat from
10 Quebrada. With the proposed Mass. Ave. redesign, we'd
11 be able to enjoy our neighborhood in a safer and more
12 visually appealing way.

13 Thank you.

14 (Applause.)

15 SELECTMAN CLARISSA ROWE: Thanks. I
16 don't really have to do this gavel every time, do I?
17 No.

18 Just before -- as people have to leave,
19 I want to let you know that we will post on the
20 website the way for you to get any written comment
21 that you want to MassDOT. Kim will be talking at the
22 end of this. But, as I see people leave, there is an
23 opportunity for you to comment in written form and
24 we'll put it on the website tomorrow.

1 AUDIENCE: What number speaker? Do you
2 have a number?

3 SELECTMAN CLARISSA ROWE: Yes, 17. Go
4 ahead.

5 RANDY BISHOP: I'm Randy Bishop. I
6 live at 21 Cleveland Street.

7 SELECTMAN CLARISSA ROWE: She's
8 collecting the numbers. That's all.

9 RANDY BISHOP: So, I live -- I'm an
10 East Arlington resident and I do not own a car. I
11 walk and take public transit. And I'm actually quite
12 concerned about the congestion that this project will
13 -- the impact of congestion that this project will
14 have.

15 And I'm very curious. There seem to be
16 many wonderful aspects to the plan. And I'm very
17 curious why we can't have those without minimizing the
18 lanes? So, for example --

19 (Applause.)

20 RANDY BISHOP: For example, having the
21 synchronized lights, that would increase traffic flow
22 now. Having the enhanced sidewalk safety features,
23 the handicap accessible ramps on the sidewalks, why
24 can't we improve the sidewalks and the traffic lights

1 while maintaining the four lanes, and the bus stops as
2 well? I'd actually like answers to these questions.

3 AUDIENCE: Could we have an answer,
4 please?

5 AUDIENCE: Could we have an answer to
6 it, please?

7 RANDY BISHOP: I thought that the
8 person who talked about the snow creating the example
9 of what it would be like to have one lane was very
10 apropos as well as the extended sidewalks having, you
11 know, to be shoveled that much more. So, I would like
12 to hear answers.

13 SELECTMAN CLARISSA ROWE: I was talking
14 to him, when I was just asking him if he would speak
15 briefly. We are trying to take comments tonight, not
16 answer every comment.

17 (Crowd noise.)

18 SELECTMAN CLARISSA ROWE: All right.
19 We'll answer every comment. Okay. Let's be quiet. I
20 will ask Rick to answer the question briefly, but we
21 do want to have everybody speak. All right.

22 RICHARD AZZALINA: Okay. I cannot
23 answer the question briefly, so I'm going to try to
24 answer it in detail. And, hopefully, I can address

1 your concerns.

2 AUDIENCE: Louder.

3 RICHARD AZZALINA: First of all, you
4 asked why not have the same number of lanes and keep
5 all the amenities that we're talking about. First of
6 all, I just want to be clear. Mass. Ave. is not
7 designated or not striped as a four-lane facility.
8 Okay? It's a very wide one lane. And the reason why
9 I say that, okay, is because if you were to go out
10 there and stripe it as a four-lane facility today, you
11 would not have enough width in the right travel lane
12 to accommodate a shared use bicycle facility, and that
13 facility would not have the same benefits that a
14 designated bicycle lane has in a three-lane facility
15 in terms of worrying about somebody opening a car
16 door. You don't have the additional.

17 In our plan, we have three travel lanes
18 essentially. Okay? We have two lanes eastbound
19 basically for two-thirds or three-quarters of the
20 project, and one lane westbound for the entire length.
21 Now, that westbound lane is not the same width as the
22 two eastbound lanes. The westbound lane averages 14
23 to 15 feet wide for most of the corridor. It does
24 neck down to 11 feet at the traffic light at Lake

1 Street. But, elsewhere, where there's no signal
2 control, the lane is 14 to 15 feet wide.

3 In addition to that one wide lane, we
4 have five-foot designated bicycle lanes and an
5 additional two feet to an eight-foot parking stall.
6 So, if you're measuring the total distance between the
7 parked vehicle and the center line of the road, if you
8 will, the dividing line of the road, you're averaging
9 21 feet or so or 22 feet in width, in pavement width.
10 There is no detriment to any type of emergency
11 response whatsoever. A vehicle simply pulls over to
12 the right as they're required to do by state law, and
13 the emergency vehicle passes. There's still 21 or 22
14 feet of pavement when you take into account the wide
15 single westbound lane, the five-foot bicycle lane, and
16 the two-foot accommodation between the bicycle lane
17 and the parking spot.

18 Now, I think it's unfair for me to try
19 to respond to the analogy that someone made earlier
20 about the snowstorm that that was a perfect test case.
21 It was not a perfect test case. Everybody drives --
22 everybody drives slower -- everybody drives slower in
23 the winter during a winter storm and there are snow
24 banks in place. It's not fair for me to comment that

1 that -- that analogy, I think it's like comparing
2 apples to oranges for the mere fact that it's a
3 different condition. The intersections are still
4 malfunctioning, are not operating as efficiently as
5 they would be under the new plan. And you don't have
6 the same cross-sectional driving habits that you would
7 in this plan.

8 This plan is a safer plan. People will
9 drive it more orderly. What's out there today is a
10 very wide open space. People drive it all over the
11 place. And that's what's very dangerous about the
12 corridor.

13 RANDY BISHOP: So you are saying that
14 without a designated bike lane there's not enough
15 space for two lanes in each direction right now?

16 RICHARD AZZALINA: Not enough safe
17 space. I can show you a graphic later on if you'd
18 like showing what would happen if you tried to squeeze
19 two vehicles in the 25 feet of pavement plus the
20 parking stop. Okay? If there's a bus -- if there's a
21 bus -- and there are plenty of buses that drive the
22 corridor --

23 RANDY BISHOP: That's what we have
24 right now.

1 RICHARD AZZALINA: Yes. But that bus
2 encroaches into the left lane to pass somebody who is
3 on a bicycle. And the reason he does that is because
4 there's not sufficient space between the bus to stay
5 in his lane and have the bicycle, you know, stay where
6 they're supposed to stay.

7 RANDY BISHOP: Okay. So, excluding
8 putting in the designated bike lanes, and therefore
9 needing to widen the change --

10 RICHARD AZZALINA: You would have to
11 narrow the sidewalks from what they have today.

12 RANDY BISHOP: Yeah. So if we weren't
13 putting in designated bike lanes, and continuing to
14 have the traffic flow as it does now, why can't we put
15 in the measures of putting in the synchronized lights,
16 updating the sidewalk, all of that?

17 SELECTMAN CLARISSA ROWE: Excuse me.
18 I'd like MassHighway, I mean MassDOT, to explain why
19 we have the bike lanes because it's their
20 requirements.

21 RANDY BISHOP: Right. So let's --

22 SELECTMAN CLARISSA ROWE: No, please
23 listen. We can't have a lot of conversations. But it
24 would be very helpful. We're designing to their

1 standards. So, hold on for a second.

2 FRANK SUSZYNSKI: Thank you, Clarissa.

3 My name is Fran Suszynski. I'm the
4 Project Development Engineer for District 4. And just
5 some history.

6 I've been involved -- I met with
7 probably -- I've met with many of the leaders from
8 East Arlington Concerned Citizens. I've met with the
9 Town, the designer. I've been involved closely for
10 the past 16, 18 months in the project. And I'm glad
11 to see the turnouts here and the discussions we're
12 having.

13 AUDIENCE: Louder.

14 FRANK SUSZYNSKI: I think we really
15 need to look at all the benefits. And I am going to
16 address her question regarding the bike lanes.

17 As far as MassDOT is concerned, on all
18 projects that we do, we do look at bike
19 accommodations. There's several variations of what is
20 considered meeting acceptable bike accommodations.

21 We heard some people talking about
22 shared use. That's where you have a shared lane
23 width. The minimum lane width for that would be 15
24 feet. We'd prefer 16 feet in a shared lane use. We

1 can have it marked -- what we're showing here is a
2 marked lane five. That's the desirable. And we shoot
3 for desirable. We don't always attain it. But when
4 we do have cases where there's available roadway
5 width, we prefer to see a five-foot marked bike lane
6 for the safety and efficiencies associated with that.
7 But a combined or a shared bike lane would still be
8 required by MassDOT for this project. So that would
9 be for one lane. For two lanes, it would be a 12-foot
10 travel lane and then we'd want the second lane to be a
11 combined 15-foot wide so that you would have -- then
12 you would also have concerns with the parking. When
13 it's adjacent to parking, your preference would be 15
14 to 16 feet. But those are -- there's a range which is
15 acceptable. But we certainly, and especially in the
16 past five years, we're really focused on making sure
17 that we adequately address all users of the roadway,
18 including pedestrians and bikes. And bike
19 accommodation is extremely important to the
20 Department.

21 SELECTMAN CLARISSA ROWE: Thank you.

22 You've had a lot of time. Thank you.

23 Next?

24 STEPHEN CRONIN: Good evening. My name

1 is Stephen Cronin. I live on Wyman Terrace. I'm on
2 the fringe of this development. I am a lifelong
3 resident. And I have attended at least three of the
4 prior meetings here.

5 I want to thank you for the work you've
6 done. But while it may look appealing, I just don't
7 see how it's going to work, how you get four lanes
8 down to two lanes to make a viable transportation
9 corridor. Most mornings -- most mornings, part of my
10 morning travel is I do come from Cambridge back into
11 Arlington during that 7:45 to 8:30 timeframe. And,
12 Mass. Ave. going into Cambridge almost always is
13 backed up to Milton Street and Melrose Street on a
14 good day, and today especially. Forget the winter. I
15 mean people have already spoken about the winter.
16 That was a good test case as far as I was concerned
17 because we're going to have a winter every winter.
18 And if it's down to one lane, we're going to have less
19 than one lane.

20 And, it hasn't happened yet, but no one
21 has spoken yet about the cut-through of potential
22 traffic from East Arlington avoiding Mass. Ave. to go
23 into all the side streets to get out of Mass. Ave. I
24 mean it's tough enough as it is now. We're just going

1 to add to it.

2 And I know at some of these earlier
3 meetings there was some suggestions about, you know,
4 doing the easy fixes, the traffic lights, maybe
5 striping the road to see what it would look like, to
6 see what traffic would bear. And nothing's been done.
7 I would have thought for the sake of some convenience
8 you would have done something to see what it would
9 look like and what the traffic would do.

10 I don't think this is a solution yet.
11 I really don't. I mean it's a work in process, but I
12 don't think this is the one. And, as was said earlier
13 on this, you know, if this doesn't work, who's going
14 to pay to fix it?

15 I thank you for your time. And I just
16 -- and I just think we can do better. Thank you.

17 (Applause.)

18 SELECTMAN CLARISSA ROWE: Before you
19 start, I think there's kind of a miscomprehension
20 about the number of lanes. And I want one of these
21 two gentlemen behind me to talk about it.

22 RICHARD AZZALINA: All right. Clarissa
23 has asked me just to clarify how many lanes we have in
24 the proposed plan for those of you -- I've heard a

1 couple of people say different things also. And I
2 just want to -- I guess it's time to clarify.

3 We have essentially two travel lanes
4 eastbound.

5 ED TREMBLY: Excuse me. That is not
6 central to the project. You have one lane for a third
7 of a mile, one --

8 SELECTMAN CLARISSA ROWE: We need one
9 person talking at one time please. One person at a
10 time. One person at a time.

11 (Audience shouting.)

12 SELECTMAN CLARISSA ROWE: We need one
13 person at a time or the stenographer will not be able
14 to perform his duties. Please.

15 RICHARD AZZALINA: Okay. Okay. Let me
16 take it this way. Let's go in the direction of
17 travel, first of all. I think that might be a little
18 clearer. Coming from Arlington Center, when you get
19 to Pond Lane -- actually, when you get to Franklin
20 Street, you're sitting at a traffic light. There are
21 two lanes queued up at that traffic light. As the
22 traffic proceeds through that traffic light, they'll
23 be required to merge down into a single lane. Okay?
24 A single travel lane going eastbound. When they get

1 to the point beyond I believe it's Linwood Street,
2 which is the next traffic light, shortly after going
3 through that traffic light the roadway will widen out
4 again to two lanes. And it will remain two lanes all
5 the way to Route 16 in terms of through travel lanes
6 going eastbound.

7 In the westbound direction, starting at
8 the Cambridge city line, okay, we have -- well, first
9 of all, we have two -- I guess you might say it's a
10 lane-and-a-half at the traffic light at Route 16. At
11 the Route 16 approach -- it's very important to make
12 this analogy here because you don't get a full two
13 lanes worth of volume coming through the Route 16
14 intersection for the following reason. At the Route
15 16 approach for one block you have a left turn lane,
16 you have a straight through lane going into Arlington,
17 and then you have a combination straight right lane,
18 right turn lane. Some of those vehicles turn right so
19 you don't get a full two lanes worth of traffic
20 volume. However, quite often the bus stop together
21 with that, and the bus stop that occurs pretty much at
22 the city line, most people tend to get forced into a
23 single traffic lane most of the time anyway.

24 But, what we do is we move that bus

1 stop one more block to allow that transition to occur
2 more safely. So, if two lanes were to come through
3 Route 16, continue onto Mass. Ave. westbound, they
4 have a longer distance to merge into a single lane.
5 That single lane is a wide 15-foot lane all the way up
6 to the Lake Street intersection.

7 ED TREMBLY: Excuse me. Fourteen feet.

8 RICHARD AZZALINA: Oh, 15 -- 15 feet.
9 It's 14 feet once you get west of Lake Street.

10 ED TREMBLY: It says 14 here.

11 RICHARD AZZALINA: Fourteen? Okay.
12 Then I have it flipped. It's 14 feet from the merge
13 at the Cambridge city line up to the Lake Street
14 intersection. At the Lake Street intersection, it's
15 an 11-foot travel lane. It widens back out to 15 feet
16 and then gradually tapers 15 to 14 and 13. But it's
17 basically one wide lane next to a bicycle lane next to
18 a two-foot accommodation for most of the corridor,
19 with the exception of the business district, which is
20 only a foot-and-a-half additional.

21 But, I just want to emphasize, I know
22 there's been a lot of talk about the one lane, a lot
23 of talk about congestion. Again, all of the
24 improvements that we're making in the corridor with

1 regards to shorter pedestrian crossings, improved
2 signalization helps to provide more green time for
3 Mass. Avenue traffic, thereby improving operations,
4 keeping traffic in the corridor.

5 In terms of emergency response, all of
6 the signalized intersections will have emergency pre-
7 emption, which we don't have today. That will allow
8 emergency vehicles to get through the signals much
9 quicker without delay. And even with the one lane,
10 one wide lane, when you look at the total pavement
11 width we have of 21 to 22 feet, that's certainly wide
12 enough for vehicles to pull over to the right, which t
13 they're required to do by law, and allow an ambulance
14 or a fire truck to pass.

15 So, I hope I've clarified the numbers
16 of lanes. If I misspoke, I apologize. But, you know,
17 we have two -- one lane westbound, two lanes eastbound
18 from just east of Linwood/Foster Street intersection,
19 one lane from -- one lane eastbound from Pond Lane to
20 the Linwood Street intersection. Okay?

21 SELECTMAN CLARISSA ROWE: Thank you.
22 Thank you, Rick.

23 The Town Manager has letters from both
24 the fire chief and the police chief that he's going to

1 enter into the MassDOT comments. I asked him not to
2 read them tonight. Once we've heard more comments, we
3 will certainly ask him to read them if you would like.

4 Go ahead. Thank you for being patient.

5 JESSICA ADLER-KUZNICK: Hello. My name
6 is Jessica Adler-Kuznick. I live at Lewis Avenue in
7 Arlington. I've lived here for 10 years.

8 SELECTMAN CLARISSA ROWE: Could you
9 spell your last name?

10 JESSICA ADLER-KUZNICK: Sure. My last
11 name is K-U-Z-N-I-C-K. And I'm a supporter of this
12 project. I live here with my two children, my
13 husband. And it's really important to all of us that
14 Arlington be a safe place to walk, to bike, and to
15 drive. We do all three regularly.

16 And I was thinking about one thing that
17 I feel strongly about with this project is that I
18 often make a decision about whether to bike or drive
19 for going to Cambridge. And a lot of times we've
20 chosen to drive because I do feel uncomfortable on the
21 roads. And I have an opportunity to bike on some of
22 the newer bike lanes in the Cambridge area and I found
23 them really much more comfortable to use. And I look
24 forward to a similar bike lane in Arlington.

1 I also feel that as a driver I
2 sometimes am nervous about crosswalks, pedestrian
3 crosswalks. It's hard to see people. And I often
4 have to kind of creep along just because I don't know
5 who's going to take me by surprise. So, I think all
6 these opportunities to make pedestrians more visible
7 and to make the roads safer for everybody are a good
8 thing.

9 Thank you.

10 SELECTMAN CLARISSA ROWE: Thank you.

11 I just want to caution the audience
12 that anybody who interrupts any of the speakers, any
13 of the speakers who have the floor, will be asked to
14 leave this auditorium. So, please let people speak.
15 It's very important that all the voices get heard.
16 Thank you.

17 Go ahead.

18 ASHLEY COSTELLO: Hi. My name is
19 Ashley Costello, C-O-S-T-E-L-L-O. I actually live in
20 West Roxbury, but I manage Comella's, the Italian
21 restaurant that just opened at 202 Mass. Ave. right
22 next to the Capitol Theatre.

23 And we are in favor of this change for
24 two reasons. Number one is that we think the

1 landscape will draw more attention to East Arlington
2 and make it more family-oriented, the benches where
3 people can sit with their children.

4 Also, number two, we happen to be at
5 the corner of Mass. Ave. and Lake Street where there's
6 two crosswalks that we can easily see every day. And
7 we have seen quite a few mothers with children have
8 trouble crossing the street, cars coming around the
9 corner don't see them, things of that nature, they're
10 trying to cross in front of a bus. We just think that
11 it will be safer for the neighborhood, more family
12 friendly.

13 SELECTMAN CLARISSA ROWE: Thank you for
14 those comments.

15 RON HOLLAND: My name is Ron Holland.
16 I live on 88 Grafton Street. I have lived in
17 Arlington since 1976 and in East Arlington since 1996.
18 I've raised three children in East Arlington.

19 I drive. I walk. I cycle. I'm
20 strongly in favor of this plan. I have seen people
21 nearly killed at the intersection of Grafton Street
22 and Mass. Ave. trying to cross the road. I have seen
23 them nearly killed and flipped off by drivers who seem
24 to be fantasizing they're in the chariot races of Ben

1 Hur.

2 In addition, I routinely try to merge
3 onto Mass. Ave. from Oxford Street. Bumpouts at
4 Grafton Street, bumpouts at Oxford Street would
5 greatly enhance visibility. In particular, they would
6 prevent the largest most opaque vehicles from parking
7 right on the curb, which is a really good trip.

8 Anyway, from my point of view, this
9 thing is all upside. I strongly support it.

10 SELECTMAN CLARISSA ROWE: Thank you for
11 your comment.

12 (Applause.)

13 BILL KAPLAN: Bill Kaplan, K-A-P-L-A-N,
14 57 Spy Pond Lane. I am a driver, a pedestrian. I use
15 public transportation. I am strongly opposed to this
16 current plan, although I would love to see
17 improvements to Mass. Ave.

18 I lived in a city that implemented a
19 plan very much like this. It was in Santa Monica
20 where the stated goal was to discourage drivers from
21 driving in the city by making it as unpleasant as
22 possible. So they narrowed the roads to one lane in
23 each direction, with Broadway with one lane in each
24 direction with no left turn lane. I can tell you that

1 it doesn't make for an idyllic paradise when you have
2 a bunch of drivers all honking waiting for some guy to
3 make a left turn so they can move forward.

4 I noticed in this plan that there are
5 left turn lanes, but not everywhere. In fact, there
6 are a number of places where there aren't where the
7 entire central artery going through Arlington will be
8 stopped because somebody wants to make a left turn on
9 Egerton Road, or the entire artery will be moving at
10 10 miles an hour because someone is trying to find a
11 street. Those things happen. And, in a good design,
12 there's a way for traffic moving at the regular speed
13 to get around those people.

14 This plan will not make a paradise.
15 This plan will make a lot of angry drivers honking,
16 people backed up. I mean Santa Monica wasn't
17 pleasant. It really doesn't work, not the way people
18 think. But if you can get at least a passing lane
19 everywhere to get through, the improvements are great.

20 SELECTMAN CLARISSA ROWE: Rick can
21 comment about the left-hand turn lanes, how many there
22 are.

23 (Applause.)

24 SELECTMAN CLARISSA ROWE: Please, no

1 clapping.

2 Go ahead.

3 RICHARD AZZALINA: Thank you.

4 I'm glad you mentioned the left turn
5 lanes because that was something I neglected to
6 mention in my earlier discussion about the number of
7 lanes. Between Pond Lane and the intersection of
8 Linwood/Foster where we actually have one lane
9 eastbound and westbound, one through lane, we do have
10 seven dedicated left turn lanes. We have four in the
11 westbound direction and three in the eastbound
12 direction. And those are primarily placed at large
13 generators, Dunkin' Donuts, Walgreen's, places like
14 that, and your side streets. So, that's a big
15 advantage that doesn't exist today in terms of
16 dedicated left turn lanes available for those types of
17 turns.

18 With regard to what's happening in the
19 easterly end of the project where we have two lanes
20 going toward Cambridge and one wide westbound lane,
21 yes, there will be people stopping behind left turning
22 vehicles onto those side streets going westbound.
23 But, just to give you an analogy of how long you might
24 be able to wait -- how long you would be allowed to

1 wait, or be required, I should say, to wait behind
2 that left turning vehicle, it's very similar to how
3 long a person on Mass. Ave. sits at the light at Teel
4 and Thorndike, which is about eight to 12 seconds on
5 average. So, we do want you to wait behind somebody
6 turning left. It doesn't really detriment the
7 operations of the corridor.

8 That was the best analogy that I could
9 give you.

10 BILL KAPLAN: So how many of those left
11 turn lanes will there be on the redesign?

12 RICHARD AZZALINA: There's seven. As I
13 said, there are seven dedicated left turn lanes.

14 BILL KAPLAN: How many turns without a
15 dedicated lane?

16 RICHARD AZZALINA: I'm not sure if I
17 understand your question.

18 BILL KAPLAN: Like Egerton Road, if
19 you're on Mass. Ave. going west --

20 RICHARD AZZALINA: Yes.

21 BILL KAPLAN: -- and you wanted to take
22 a left onto Egerton.

23 RICHARD AZZALINA: Right.

24 BILL KAPLAN: There's no -- there's no

1 left turn lane there.

2 RICHARD AZZALINA: No.

3 BILL KAPLAN: So you'd just stop

4 traffic.

5 RICHARD AZZALINA: Right.

6 BILL KAPLAN: How many turns like that

7 are there on this new plan?

8 RICHARD AZZALINA: What we're saying is

9 that the average person who is making a turn is going

10 to have to sit at the --

11 BILL KAPLAN: But how many of those

12 turns are there?

13 RICHARD AZZALINA: I think we have the

14 numbers on the plan. I don't have it off the top of

15 my head.

16 SELECTMAN CLARISSA ROWE: Yeah. Yeah.

17 You could go over. Yeah. Why don't you go over and

18 check the plan? Not every street is one way going

19 left.

20 BILL KAPLAN: I mean it's not my job.

21 SELECTMAN CLARISSA ROWE: No.

22 BILL KAPLAN: But it is his.

23 SELECTMAN CLARISSA ROWE: Right. Thank

24 you.

1 Mr. Connors?

2 JOE CONNORS: I can use this podium
3 here.

4 SELECTMAN CLARISSA ROWE: Okay. All
5 right. I actually --

6 JOE CONNORS: I'll put this down.

7 SELECTMAN CLARISSA ROWE: Thank you.
8 Yes, certainly.

9 JOE CONNORS: I don't have a problem
10 with my presentation.

11 Anyway, my name is Joe Connors. I live
12 at 78 Bates Road in Arlington. That's C-O-N-N-O-R-S.

13 Community involvement, community
14 feedback, listen to the community. Why is MassDOT
15 here? They are here to listen. The Arlington
16 community has developed resident feedback, meaning
17 signatures. The opinions are in the petitions that we
18 are putting forward this evening as part of the
19 record. We have gathered not 2,500 signatures, but
20 2,700 signatures. And that is a sampling of just a
21 small portion. We didn't have time to do more. I
22 couldn't stand there anymore. I did enough four-hour
23 stints at all the places in Arlington.

24 So, Arlington has spoken. Keep Mass.

1 Ave. four lanes. The residents asked MassDOT to
2 listen. Our evidence is overwhelming. The sampling
3 of 2,700 signatures which oppose the present design
4 plan. When the community speaks, MassDOT listens as
5 they did at Blue Hill Avenue.

6 In 1909 (sic), MassDOT went to Blue
7 Hill Avenue with a design plan with \$147 million in
8 federal and state money available. What happened?
9 After MassDOT made their presentation to Blue Hill
10 Avenue, the community on Blue Hill Avenue said no to
11 \$147 million design plan. So, MassDOT is listening to
12 Blue Hill Avenue and MassDOT hopefully will listen to
13 the Arlington community.

14 For those of you who cannot speak
15 tonight, I ask you to hold up anything in your hands
16 indicating whether you oppose it or favor it. Please
17 hold up your sign now opposing it.

18 Thank you very much.

19 I will now offer the signatures as part
20 of the record.

21 (Applause.)

22 SELECTMAN CLARISSA ROWE: Next please.

23 JEAN CLARK: My name is Jean Clark and
24 I live at 29 Bridge Street. And I've got to say, wow,

1 Arlington.

2 STENOGRAPHER: Spell your last name for
3 the record.

4 JEAN CLARK: Clark, C-L-A-R-K. Okay.
5 So, Arlington, what a wonderful place to live, because
6 I've got to tell you there's not a lot of communities
7 when you hold a public meeting you get this many
8 people. And I love Arlington. I am fourth
9 generation. My children are fifth generation. Really
10 shouldn't have any bearing on this discussion, but
11 some people in this room that's important to them.

12 What I want to say is it's about time
13 and I'm really glad that MassDOT is here. Thank you
14 so much for coming. Thank you for giving Arlington an
15 opportunity to prove itself that it is the community
16 it is.

17 I just hope that people here tonight
18 take the time, regardless of what side you're on, to
19 listen to each other because we all know our own point
20 of view. And I do think that they have done a great
21 job at garnering that point of view, and this plan
22 reflects that. The plan started out as something
23 different, but it has come to a place trying to
24 incorporate everyone's side of the story: three

1 lanes, two lanes into Cambridge, one lane out.

2 When I tell friends -- and, by the way,

3 I am a trained transportation planner and I worked in

4 the field for years before I decided to take on my

5 current job, which is raising two small children.

6 When I tell people I'm from Arlington, the first thing

7 they say to me is, "What's the deal with Mass. Ave.?"

8 Like besides the fact you could land a jet down Mass.

9 Ave., I don't know, am I supposed to be driving on one

10 lane, two lanes? What's the story? And the reality

11 is the way you see Mass. Ave. today, it's truly

12 reflective of what was going on a hundred years ago

13 down Mass. Ave. There used to be trolley lines that

14 ran down Mass. Ave. My grandfather used to tell me

15 you could look up and down either side -- he lived on

16 Amsden Street -- you could look up and down either

17 side and you'd see trolleys coming. We don't have

18 trolleys on Mass. Ave. anymore. Why is it so wide?

19 I know change is scary. And you know

20 what? Arlington has changed a lot. And I think it's

21 changed for the good. I moved back to Arlington after

22 a time away, begging my husband to live here. I love

23 Arlington. I think it's great. And part of this

24 meeting tonight is justifying that feeling. People

1 are here. People care. That's great.

2 But what I want to say is traffic
3 congestion, okay, let's just talk about that.
4 Whatever you design and provide accommodation for in
5 this plan will flourish. So, if you want to let your
6 part of this town continue to be a shortcut for people
7 who live in Acton, in Lincoln, you know, in other
8 parts on their way to Cambridge, and they don't like
9 dealing with that backup on Route 2 so they cut down
10 Lake Street and then they cut down Mass. Ave., if you
11 want to let your neighborhood still be a shortcut and
12 still create lots of bad emissions from those cars,
13 then that's fine if that's what you want to have. But
14 if you want to have a community that will choose to
15 accommodate bicycle -- I've got my own timer and I'm -
16 - oh, I am at three minutes. I'm sorry.

17 I just want to say, in case you haven't
18 figured it out yet, I'm totally in favor of this
19 project. And one thing I've got to say is there would
20 be more people here like me but they would have to get
21 a babysitter. They would have had to have brought
22 their kids with them.

23 SELECTMAN CLARISSA ROWE: Okay. Okay.

24 JEAN CLARK: I feel like John Stewart.

1 We've got stuff to do. That's why we're not here.

2 SELECTMAN CLARISSA ROWE: Okay. Thank
3 you very much.

4 (Applause.)

5 SELECTMAN CLARISSA ROWE: Would
6 everybody please have her same sense of humor when you
7 come up and give your comments?

8 Please, next.

9 MARK SWANSON: My name is Mark Swanson,
10 S-W-A-N-S-O-N. I live at 40 Bow Street, Arlington.

11 Listening, it seems clear that the
12 basic reason why the number of lanes is being reduced
13 is that MassDOT has a requirement that we would have
14 to put in bike lanes where possible. We've been
15 seeing a lot of these all over. They are popping up
16 all over Massachusetts, places where a couple of lanes
17 of reasonable traffic have been converted to one
18 congested, slow, backed up road with an empty bike
19 lane next to it. Concord Avenue in Belmont, which has
20 been recently improved to this level, has got exactly
21 that.

22 I realize that MassDOT has this
23 fixation, but there is an old, you know, rule. If to
24 continue doing what is not working and think you're

1 going to get a different result is madness. It is
2 time that MassDOT wised up and stopped it.

3 (Applause.)

4 SELECTMAN CLARISSA ROWE: Next, please.

5 BOB AMES: Hello. My name is Bob Ames,
6 A-M-E-S. I live at 20 Glen Avenue here in Arlington.
7 I've lived here for 33 years. I raised my two boys
8 here, went to the schools here.

9 But I have a unique perspective on this
10 because of my -- I am a retired Cambridge Police
11 Officer. I was a Cambridge Deputy Superintendent. I
12 have heard several people remark about Central Square.
13 Well, I have a unique experience because Central
14 Square was under my command. I was responsible for
15 the crime and for the traffic issues. And that, what
16 they did to Central Square, what you're planning to do
17 here in Arlington, was an unmitigated disaster. All
18 the outlying streets were overflowing with traffic.
19 The bike lanes could barely be used because people
20 were getting doored constantly, bicyclists, because of
21 trucks that double parked. There's no place for
22 trucks to deliver to the businesses. So, a truck
23 would be in a parking lane, and there would be a truck
24 next to that delivering. It was just horrendous.

1 As a matter of fact, when you talk
2 about the bumpouts, I recall one occasion where a
3 pedestrian was standing in a bumpout and was struck by
4 a truck. Had there not been a bumpout there, that
5 person probably would not have been struck. But there
6 was a tractor trailer trying to make a difficult turn.

7 So, I am not in favor of this. I moved
8 up here because I thought it was a safe and very
9 wonderful community. I didn't want to stay in
10 Cambridge. And now you're trying to turn Arlington
11 into Cambridge. And I don't want to move back.

12 (Applause.)

13 SELECTMAN CLARISSA ROWE: Mr.
14 Harrington.

15 SEAN HARRINGTON: Sean Harrington, S-E-
16 A-N, H-A-double R-I-N-G-T-O-N, Lafayette Street. I'm
17 Secretary of the Arlington Coalition for Responsible
18 Spending.

19 Before I begin, I'd like to commend
20 MassDOT's PowerPoint slide show for us. In a few of
21 their slides, you'll notice that they're using
22 subliminal messaging with a picture of Mass. Ave. with
23 a bleak, cloudy looking sky what it is today, and a
24 clear blue sky on what it should look like as if it's

1 telling us that's a bright future. Well, I disagree.
2 I don't see a bright future. What I see is high
3 amounts of traffic when I head to school and others
4 head to school from Mass. Avenue in East Arlington. I
5 see confusions between people trying to park when
6 they're crossing bike lanes. I see empty bike lanes.
7 And I see people taking a load off on these nice park
8 benches you'll put out to watch traffic.

9 So, I'm sorry to say what's a bright
10 future to you isn't for me. It's a nightmare. It's a
11 nightmare for me, the people who live in my
12 neighborhood, the people of East Arlington, the owners
13 of East Arlington. Save four lanes, no two lanes,
14 stop the Mass. Ave. corridor project.

15 Thank you. Stop it now.

16 (Applause.)

17 MAGDALENA HOURSCH: Hi. My name is
18 Magdalena Hoursch. It's M-A-G-D-A-L-E-N-A, Hoursch is
19 H-O-U-R-S-C-H. And I live at 127 Brattle Street.

20 I want to thank those DOT
21 representatives for very good explanations. I think
22 it did address many of the questions that people have
23 been asking. And, also, I really want to thank some
24 of the commenters, like the lady in pink. Some really

1 good things I've heard from both sides. Very
2 informative.

3 I'm a mother. My seven-year-old
4 daughter is right there. I dragged her here because I
5 wanted her here. She and I, we don't dare to bike on
6 Mass. Ave. currently because it's just too dangerous.
7 And I'm really hoping that it will become possible.

8 And, also, I wanted to state to people
9 to please think a little bigger for a second out of my
10 daily commute, daily live today, and think 10 years
11 down the road when climate change has really put the
12 reality in front of our face and then it's time to
13 think, oh, my God, we really need to change the way we
14 all live. Our community has to change. We need to be
15 more reliant on bicycles, buses, and walking. It
16 would be healthier for us, too. We can all lose some
17 pounds I think. Many of us would be happy about that.

18 And I think perhaps with all the
19 pictures you showed, you missed one thing. You could
20 have shown a picture of say a nice European city with
21 narrow streets and, you know, lots of pedestrian
22 space. And it's really pleasant to look at and to
23 live in. Don't we want a picture to live in a
24 community like that? I think that would be very

1 attractive. We just need to allow ourselves to, you
2 know, take a moment to imagine a different way. And
3 it is not that scary really.

4 You know, and as far as congestion,
5 well, like the lady earlier put it very perfectly, if
6 we make it such that it is more comfortable to have
7 less traffic and to be able to bicycle and take bus,
8 you know, maybe a little more frequent bus, you know,
9 since with your change we can have more frequent bus
10 schedules, then people can be encouraged to take
11 buses. But, you know, of course, people also need to
12 be educated more about the need to reduce driving.
13 So, just having the lanes there, the bicycle lanes and
14 the bus lanes there, it makes the condition possible
15 so that people can actually do that. And then, you
16 know, we, of course, need to do other things.

17 I'm actually a climate campaigner. I'm
18 a scientist. And I am now volunteering all of my time
19 campaigning on climate because I see what is coming
20 our way. And I bet that many of you have no idea how
21 serious it really is. And if you're interested you
22 can check out climatesos.org.

23 Thank you.

24 (Applause.)

1 SELECTMAN CLARISSA ROWE: Thank you for
2 your comment.

3 Yes?

4 CHARLIE SIMAS: Good evening. Charlie
5 Simas, S-I-M-A-S, 42 Oxford Street, also the Coalition
6 for Responsible Spending.

7 And this is the first time I've heard
8 that Mass. Ave. is only one lane. Since they've torn
9 up the railroad tracks it's always been two lanes as
10 far as I know. And what you're planning on doing is
11 not going to relieve traffic. It's going to make
12 traffic a horror show, worse than it was in the
13 wintertime. You'll have backups all the way into
14 Porter Square if you go ahead and do what you're
15 planning on doing.

16 And, as far as the safety, I just can't
17 see where there's any safety problems here. I don't
18 see any idea where it's going to not be safe.

19 I'm just saying leaving alone. Don't
20 fix it. If it's not broke, don't fix it. That's all
21 what I have to say. And I'm totally against this
22 plan. And I've said you guys at MassPort, you guys
23 have got rubber slide rules.

24 SELECTMAN CLARISSA ROWE: Thank you.

1 I just want to tell people if they have
2 written comments, MassDOT representatives are keeping
3 them here if you come up to speak. If you don't want
4 to speak, but you want to submit written comments,
5 there's a cardboard box on the end of the table there
6 that you can put your comments in.

7 Thank you. And, excuse me. Go ahead.

8 DAVID LOUTZENHEISER: Thank you very
9 much. My name is David Loutzenheiser, L-O-U-T-Z-E-N-
10 H-E-I-S-E-R. I am a transportation planner with the
11 Metropolitan Area Planning Council. The MAPC is the
12 regional planning agency for the metropolitan region
13 of Boston including Arlington and all of the
14 surrounding cities and towns.

15 SELECTMAN CLARISSA ROWE: Could you
16 give us your address?

17 DAVID LOUTZENHEISER: What do you want
18 my home address or --

19 SELECTMAN CLARISSA ROWE: Yes.

20 DAVID LOUTZENHEISER: My home address?
21 My home address is 38 Rice Street in Cambridge.
22 That's in North Cambridge.

23 All right. MAPC is responsible or
24 involved in ensuring that the regional plan -- the

1 regional transportation plan goals specify that 20
2 percent of all trips will be made by foot or bicycle
3 by the year 2030, that vehicle miles traveled will be
4 reduced by 15 percent also by 2030. In order to
5 achieve these goals, we need to be designing the roads
6 as is presented tonight, that balances our
7 transportation needs and that accommodates all the
8 users.

9 I want to emphasize that this project
10 as presented tonight not only meets the goals and
11 policies of this, but that this type of project is
12 being implemented all over this region nearby. Look
13 at Somerville, what happened in Somerville. They
14 recently completed with bike lanes, wider sidewalks,
15 and a single travel lane in each direction.

16 Look at East Somerville and Broadway,
17 where Broadway is going to be narrowed from four lanes
18 to two lanes with much wider sidewalks and bike lanes.
19 That's going to be occurring shortly.

20 Look at Nonantum Road in Newton, which
21 is being narrowed from I think four lanes to two
22 lanes, with wider pedestrian and bicycle facilities.
23 That is under construction right now.

24 And the entire Mass. Ave. corridor

1 between Boston and Cambridge, every project that comes
2 through in that particular corridor is being designed
3 with bicycle lanes on that project. And this would be
4 consistent with what's happening from the Boston
5 Medical Center all the way through to Arlington, and a
6 number of other projects in the region that are --
7 that this project is completely consistent with.

8 Thank you very much.

9 SELECTMAN CLARISSA ROWE: Thank you for
10 your comment.

11 Please, no hissing. It really is --
12 we're grownups here. We don't need that kind of
13 behavior. I'm sounding like a mother. Come on.
14 Please.

15 Please, go ahead. You can pull it
16 down.

17 ELIZABETH EWINS: Hello. I'm Elizabeth
18 Ewins. My address --

19 AUDIENCE: Louder. Louder please.

20 ELIZABETH EWINS: My name is Elizabeth
21 Ewins. I live at 34 Hamilton Road in Arlington.

22 SELECTMAN CLARISSA ROWE: Could you
23 please spell your last name?

24 ELIZABETH EWINS: E-W-I-N-S.

1 SELECTMAN CLARISSA ROWE: Thank you.

2 ELIZABETH EWINS: One thing that hasn't
3 been said tonight that really concerns me is noise --

4 AUDIENCE: We can't hear you.

5 ELIZABETH EWINS: One thing that
6 concerns me that hasn't been mentioned here is noise
7 pollution. I moved to where I am as I have extremely
8 sensitive hearing. Well, guess what? This picture
9 I'm hearing on Mass. Avenue, it's just hellish.

10 I also wonder if this plans go through
11 how much the noise level can go up and if that noise
12 level could decrease property values. It might make
13 it unbearable for me to live there. I mean I'm just
14 losing my mind from the noise level.

15 I'm also afraid of crossing Mass.
16 Avenue at Linwood Avenue because of the drivers. I've
17 seen the drivers go through the lights too many times.
18 I've seen buses go through it. Why hasn't anybody
19 spoken out about the drivers?

20 When I first came here -- I've lived
21 here about 11 years -- I first considered crossing
22 Mass. Avenue the everyday suicidal act. It took me
23 about five years to get used to it. And, during that
24 time, I considered the drivers to be I call them

1 domestic terrorists. And I can't understand why there
2 isn't regulation of how fast people go, why they're --
3 why there are people going through red lights
4 regularly each day. It's allowed. I'd like to feel
5 more safe.

6 And another thing this plan didn't say
7 anything about was snow removal. Or you said nothing
8 about that either.

9 That's all. I'd to have a safe Mass.
10 Avenue and I think you're barking up the wrong tree.
11 Focus on the drivers and make them safe.

12 SELECTMAN CLARISSA ROWE: Thank you.

13 (Applause.)

14 CHRISTOPHER TONKIN: Hello. My name is
15 Christopher Tonkin. That's T-O-N as in Nancy, K-I-N
16 as in Nancy. I live at 27 Argyle Road. I've been
17 there since 1987. I'm currently the Chairman of the
18 Arlington Bicycle Advisory Committee. And I'd like to
19 state that we support the plan as --

20 AUDIENCE: Louder, please.

21 CHRISTOPHER TONKIN: We support the
22 plans as developed and look forward to seeing the
23 project.

24 Thank you.

1 (Applause.)

2 SELECTMAN CLARISSA ROWE: You can move
3 the microphone.

4 BOB MORRISON: My name is Bob Morrison.
5 That's M-O-R-R-I-S-O-N. I live at 46 Marathon Street
6 in Arlington. As many of you might know that's a cut
7 through street that might be impacted by traffic flow
8 through the corridor.

9 I'm aware that this plan is very well
10 intentioned and a lot of people put a lot of thought
11 into it. But I do think the reduction of two lanes to
12 one lanes going westbound -- and I'll just address
13 that serious matter. I think the principle of first
14 do no harm is sadly missing here. And I'm concerned
15 about the quality of life. I think in a real world
16 traffic situation, one lane is going to crawl through
17 most of East Arlington in rush hour. And that impacts
18 bicyclists, who will have to be breathing the fumes
19 from slow vehicles idling there. That will impact
20 pedestrians. It will impact bus commuters. There are
21 15 buses an hour going through there doing rush hour.
22 You do the math how many people that is who are
23 already suffering through very long delays often
24 coming from Cambridge or Alewife. I just think the

1 quality of life impact is very important here, not
2 some abstract calculation about traffic flow, or, you
3 know, the capacity, or the width of the pavement. We
4 need only look at Lake Street or Pleasant Street at
5 rush hour, which are only a half mile long. They are
6 virtual parking lots to the borders of Arlington and
7 there are no buses going over there. There are no
8 businesses. There are no people pulling in and out of
9 parking spaces there.

10 I think this plan -- it defies common
11 sense to think that this traffic will flow faster
12 through this corridor as it's designed now with the
13 reduction in traffic lanes.

14 Almost all the other improvements, as
15 many people have said before -- and I think most of
16 the people who oppose this project would support the
17 vast majority of the project's improvements here. The
18 crosswalks, the sidewalks, traffic signals, other
19 amenities would all be welcome and they would all be
20 implemented, virtually all of them, without doing away
21 with a traffic lane.

22 And just as one example alone, I think
23 the intersection of Lake Street would become a
24 stranglehold, a choke point for traffic as it's

1 designed now or proposed to be designed. I believe it
2 looks like room for three cars to pull over in the
3 dedicated left turn lane. And I assume you will have
4 a left turn signal that will allow a few of them to go
5 forward. As anyone knows who has watched this traffic
6 intersection during rush hour, people are coming down
7 Cleveland Street trying to cut over and go down Lake
8 Street. People also will be snaking along in
9 accordion style, very slowly, up Mass. Ave. Some of
10 them will be trying to make left turns there. If
11 they're trying to make a left turn and there are more
12 than three cars there, they will sit there waiting for
13 the green light, the green turn signal, while others
14 going straight ahead, who now could easily make their
15 way around there, will be forced to wait.

16 So, please think of the quality of life
17 in this. You really have to experience it. Those of
18 us who live there will have to live with this every
19 day.

20 SELECTMAN CLARISSA ROWE: Thank you.

21 Next?

22 (Applause.)

23 BILL GUSS: My name is Bill Guss, G-U-
24 S-S, 7 Pawnee Drive in Arlington.

1 As a past resident of East Arlington,
2 my wife and I used to frequently walk from Mystic
3 Valley Parkway over to the Minuteman Trail to walk.
4 We never had any problems with the traffic. I can't
5 explain why. I accept it. Some people do. Traffic
6 enforcement is the answer to that, not \$5.8 million
7 worth of construction.

8 Speaking as an engineer, I was
9 disappointed to see that there was nothing motivating
10 this change. There was no indication of how fast
11 Arlington is growing say in the last 10 years, what
12 the traffic pattern is for Mass. Ave. during that same
13 time, what those planned changes are going to do to
14 that traffic in say the next five to 10 years. But
15 there seems to be a surplus of pretty slides.

16 As a technical person and somebody who
17 expects to be treated with some degree of
18 intelligence, I found this very disappointing. I feel
19 like I'm in a mushroom farm.

20 If I were king, I would take \$5 million
21 and put it into Arlington schools and I'd put the rest
22 into traffic enforcement and maybe do some of the
23 other beautification things that people seem to find
24 appealing. There are better ways to spend the money.

1 Please do it. Thank you.

2 (Applause.)

3 CAROLYN MASON: My name is Carol Mason.
4 I live with my husband and daughter at 29 Bates Road.
5 It's Mason, M-A-S-O-N. And my husband is completely
6 reliant on walking and public transportation. And we
7 feel that this plan sacrifices the safety of
8 pedestrians and the convenience of transit users for a
9 very small minority of bicycle commuters.

10 Just walking over here tonight, I had
11 three different bicycles run the red light through the
12 crosswalk as I was coming here. I have had many, many
13 close calls with speeding bicycles running red lights.
14 I have never had that kind of a close call with a car,
15 I mean maybe perhaps because I can see the cars more
16 easily and it's easier to detect when a car is
17 speeding up toward the light and not step out even
18 though I have the walk signal. But the bicycles are a
19 terror to pedestrians and very dangerous and there's
20 no recourse for pedestrians who are struck by a
21 bicycle who refuses to give ID and rides off giving
22 them the finger.

23 And there would be public transit users
24 will be stuck in traffic congestion on their buses.

1 So, it will make it even more likely that people will
2 want to take a car and work around the congestion some
3 way rather than sit on Mass. Ave in a parking lot on a
4 bus.

5 And, finally, I went to speak
6 particularly about Bates Road. You might as well give
7 Bates Road a state highway number right now. You've
8 done that by coming in and paving the double yellow
9 line there. Mass. Ave. is a legitimate collector for
10 West Medford traffic going to East Arlington. But
11 because of the congestion on Route 16 and Route 60, it
12 is being used by people going into Cambridge and
13 Boston and by people going to Lexington. They choose
14 to now come down Bates Road in preference to Route 16
15 or Route 60. And you're now endorsing that and
16 encouraging that. And plus the other East Arlington
17 residents will not be able to make turns onto Mass.
18 Ave. with this new configuration. And so every car on
19 my side of -- on the Bates Road side of Mass. Ave. is
20 going to have to come to Bates Road and wait in an
21 endless queue for the light to get onto Mass. Ave.

22 So, I am completely opposed to this
23 project. Thank you.

24 SELECTMAN CLARISSA ROWE: Thank you for

1 your comment.

2 (Applause.)

3 SELECTMAN CLARISSA ROWE: Go ahead,
4 Jim.

5 JIM DOLAN: I'm Jim Dolan. That's D-O-
6 L-A-N, 285 Mass. Ave.

7 I have to take the bus every day to
8 work. And one thing I'd like to talk about is
9 actually travel time on the 77 bus as it is.

10 Right now, you're looking at, if you're
11 going to Porter Square from my area of Mass. Ave., it
12 takes about 30 and sometimes 45 minutes. So,
13 typically -- that's with two lanes. You bring it down
14 to one, we're looking at possibly an hour. So, it's
15 maybe an hour-and-a-half if you take the Red Line
16 anywhere. With that being the situation, maybe I
17 could just move to I guess Worcester or Providence
18 because I'd actually get into Boston faster.

19 (Applause.)

20 SELECTMAN CLARISSA ROWE: Please go
21 ahead.

22 BARRY SLOTNICK: Barry Slotnick. It's
23 S-L-O-T-N-I-C-K, 94 Grafton Street.

24 I'd like to suggest that this project,

1 while MassDOT is overseeing it, is not really a
2 transportation project for this community, but a
3 community enhancement project.

4 I live right in this district. Grafton
5 Street comes right out to where Sabatino's is in the
6 business area. In the past 30 days of the businesses
7 and the organizations, I can remember patronizing the
8 Fox Library, the Capitol Theatre, an ice cream shop,
9 Maxima Gift Center, Sabatino's, Christo's Grocery
10 Store, and a bus stop at Lake Street. And I take the
11 fairly often.

12 This project is not about bike lanes.
13 The presence of bike lanes won't make the road any
14 less safe for motorists. This project is not about
15 emergency vehicle access. This project is about
16 whether we want a Wal-Mart economy and community or a
17 Main Street economy and community. A Wal-Mart or
18 Target economy does not benefit us. It benefits towns
19 like Everett. It benefits the oil industry. It
20 benefits Chinese manufacturers. I want a Main Street
21 economy for me, my neighbors, my friends who own
22 several businesses in the district, and for the Town
23 of Arlington. Make Mass. Ave. better for business by
24 rebuilding it with the people of Arlington. And,

1 therefore, I support this project whole-heartedly.

2 Thank you.

3 SELECTMAN CLARISSA ROWE: Thank you.

4 (Applause.)

5 SCOTT SMITH: I'm Scott Smith, S-M-I-T-
6 H, 39 Amherst Street in Arlington.

7 I've lived in Arlington for about 20
8 years now, own my home. Been on the Transportation
9 Advisory Committee since its founding and on the Board
10 of Review Committee.

11 First, I have an esoteric comment on
12 the safety statistics in the functional design report
13 since we've been tracking that for the past 15 years.
14 As MassDOT is no doubt aware, starting in 2002 and in
15 subsequent years, the number of annual state reported
16 crashes dropped a lot, from about 600 a year in
17 Arlington to about 300 a year. And we know, you know,
18 reported crashes, we know from talking to our own
19 police department that this kind of decrease isn't
20 real. And the relevance to this project is that these
21 are the numbers being used in the functional design
22 report. They're missing lots of crashes in this town.
23 And I just want people to be aware of that when you're
24 trying to argue that the road is safe.

1 Now the more general comment.
2 Traveling around town, what do I see different in the
3 last 20 years? Many of my neighbors walking down to
4 Alewife or elsewhere, a lot more bikes, busy MBTA
5 service. And I'm grateful for this because these are
6 the people, your friends, my friends, your neighbors,
7 who through their own travel decisions are actually
8 doing something about our traffic and parking
9 problems. They should be accommodated and encouraged
10 not marginalized.

11 So, if one of my neighbors finds she
12 can get down to Capitol Square without driving, it's
13 one less car looking for parking, one more parking
14 space for someone else.

15 So, obviously, you can probably figure
16 I was for the project.

17 I do want to address one question that
18 was raised about the four lanes that didn't really get
19 answered. One of the motivations behind this project
20 was pedestrian safety findings on roadways. Four ways
21 is more dangerous than two. Having refuge islands
22 makes your pedestrian environment safer by shortening
23 the crossings. And this plan provides that
24 opportunity at least at two locations.

1 Thank you.

2 SELECTMAN CLARISSA ROWE: Thank you,
3 Scott.

4 (Applause.)

5 SELECTMAN CLARISSA ROWE: Come on,
6 everybody. Okay. Go ahead.

7 JULIA MALIK: Hi. My name is Julia
8 Malik, M-A-L-I-K. I live on Marathon Street.

9 And I just came to say that I'm in
10 support of the project. I'm a multimodal commuter. I
11 bike to work right now, take the bus. But sometimes I
12 have to work out in the suburbs, so I'm driving. So I
13 basically experience it all.

14 I'm in support of the project because
15 for me to access East Arlington and Mass. Ave., I
16 walk. And, right now, it is very unfriendly. And it
17 discourages me. And I'm one of those people who I
18 don't go there as often as I would because it feels
19 uncomfortable crossing the street. And I'm also here
20 because of my upstairs neighbors that have kids that
21 can't make it. And they said, "Please, you know, come
22 and speak up for us," because they have kids, as
23 somebody else has mentioned, and they really can't do
24 everything at once.

1 And that's pretty much it. I support
2 the project. And I really appreciate all the work
3 that you've done for it.

4 Thank you.

5 SELECTMAN CLARISSA ROWE: Thank you.

6 Mrs. Baron?

7 SHERI BARON: Hi. My name is Sheri
8 Baron, S-H-E-R-I, B-A-R-O-N. I live at 10 Raleigh
9 Street in Arlington. And I'm a member of the East
10 Arlington Concerned Citizens Committee.

11 I have a tremendous amount of things I
12 could say, but in three minutes I'll say two things.

13 First of all, it's very distressing to
14 me that at the very start of this project there were
15 no side street impact studies done because we were
16 told that it was outside of the scope of the project.
17 Since then, four people joined the Advisory Board, and
18 engineers went out and did what they call side street
19 studies. But it's very disturbing that that was not
20 taken into account at first.

21 So, I'm first going to talk about the
22 proposed death trap signal at Bates and Raleigh
23 Street. So, I live 12 houses down on Bates Road. And
24 for any of you who know that area, when you're coming

1 off of the Mystic Valley Parkway down River Street,
2 there's a light. If you're halfway down that street
3 and the light is yellow, your inclination is to just
4 gas it to try to make the light. Once you realize you
5 can't, you learn from experience and you don't. I
6 assume the same thing is going to happen when you put
7 a light at the corner of Bates and Mass. Ave. And I
8 believe that it fulfills the warrant, but just barely.

9 The other thing is on a more personal
10 level for me, my husband, my neighbors, and that is
11 that our most valuable material asset is our home.
12 So, we now live on a street where if traffic backs
13 down Bates, which I believe that it will if there's a
14 light, and I see that there are some positive reasons
15 for a light in the morning where other ways to go down
16 Mass. Ave. don't require a light, the chances are
17 extremely strong that people are going to start taking
18 a left on Raleigh Street. Four houses on Raleigh
19 Street. I live there with my husband, my daughter,
20 and our twin grandchildren. So, when we asked this
21 question in a meeting about what would happen if, in
22 fact, the studies were not quite right and there might
23 be additional side street traffic, we were told it
24 would be mitigated. And when we asked for an

1 explanation of mitigation, we were told, "Well, we
2 might do speed bumps, speed tables, or we might just
3 make a number of streets one way."

4 Well, I didn't buy a house on a one-way
5 street. And I think that that would devalue my home
6 and the value of homes on Bates Road.

7 The other thing, very quickly, is that
8 somebody alluded to European cities. And I put this
9 out on the list and I'm going to read it really
10 quickly.

11 "Bike lanes are very popular in
12 Stockholm, Copenhagen, Bremen, hundreds of miles of
13 bike lanes. They work because they either share large
14 wide sidewalks with pedestrians or because they're
15 separate dedicated lanes that have curbing on both
16 sides. That's why 150,000 out of 810,000 people in
17 Bremen ride their bikes to work and why less than 1
18 percent of commutes in the United States are done by
19 bike."

20 (Applause.)

21 SCOTT MULLEN: My name is Scott Mullen.
22 I live at 68 Livingston Street.

23 I would like to thank our friends from
24 MassDOT for coming up tonight. I hope you guys get

1 paid overtime for this.

2 STENOGRAPHER: Last name, Scott?

3 SCOTT MULLEN: My last name is Mullen,
4 M-U-L-L-E-N.

5 I'm an East Arlington resident, and I'm
6 here tonight in support of the current 25 percent
7 completed version of the Mass. Ave. redesign. Kudos
8 to your team of engineers for their balanced approach
9 to a very important project with many stakeholders.
10 Our overly wide, unmarked stretch of Mass. Ave. feels
11 like highway first, neighborhood second. And I'm
12 encouraged that the plan takes into account all end
13 users, be they commuting through our town or living in
14 it. This plan will tame Mass. Ave.'s current chaos
15 without sacrificing motor vehicle throughput or
16 emergency access, and present our neighborhood with
17 the opportunity to blossom.

18 Wider sidewalks, shorter, safer
19 crossings, will increase pedestrian traffic. Bicycle
20 lanes will give clear delineation of space for all
21 road users providing space for cyclists to feel
22 confident as part of the traffic flow. And the
23 current three-lane plan will not produce traffic
24 volume or curbside parking capacity. I envision a

1 calmer, more community-oriented East Arlington as a
2 result of this plan.

3 The term triple bottom line has been
4 fashionable in business circles, and refers to the
5 multiple goals of serving people, planning, and
6 profit. If you steward this plan to fruition, I
7 believe you will achieve a similar hat trick,
8 simultaneous addressing the interests of motorists,
9 bikes and peds, and the businesses along the corridor.
10 I look forward to supporting it.

11 SELECTMAN CLARISSA ROWE: That last
12 speaker was number 50 for those in the back.

13 SELECTMAN DAN DUNN: Fifty-seven.

14 SELECTMAN CLARISSA ROWE: Fifty-seven.
15 And she has 51. So, for you all that want to know
16 where we are.

17 ANNE CARLISLE: My name is Anne
18 Carlisle, C-A-R-L-I-S-L-E. I live at 116 Mass. Ave.
19 in Arlington, which is near Farnum Street in the
20 middle of this entire project. And I'm very in favor
21 of it.

22 I just want to make a couple of points.
23 I know that time is short. I hear, not necessarily
24 tonight, but I've heard many comments for the last

1 couple of years about the bike path. Why do we need
2 bicycle lanes on Mass. Avenue when we have the bike
3 path that we spent so much money on just a couple of
4 blocks away? I used to ride a bike. I walk. I walk
5 my dog. I get around the area. The bike path is a
6 misnomer. It's a general recreational facility. It
7 accommodates a lot of bikers going to Alewife to
8 commute. It accommodates many pedestrians walking to
9 Alewife. It also accommodates people walking their
10 dogs, families walking five abreast, children with
11 training wheels. And it's not -- I nearly killed a
12 child on that bike path one day because I was riding
13 at a high rate of speed. And she made a u-turn right
14 in front of me. She was about eight years old. She
15 was out there without her parents. You can't get up a
16 good head of speed on the bike path if you're in
17 commuting mode. It's fine for Sunday afternoon.

18 I'm very in favor of the bike lanes on
19 Mass. Avenue for a second reason. I would like to see
20 the bicycles off the sidewalks on Mass. Ave. As the
21 weather gets warmer, there are going to be more and
22 more of them. And I'm talking about adults, mostly
23 male, who appear to be 18 years or over, sometimes
24 well over. I'm not talking about families out on a

1 Sunday afternoon with children or grade school
2 youngsters riding on the sidewalk. There are a lot of
3 adults using the sidewalks on Mass. Ave. to commute.

4 I think everything else has been pretty
5 much said. But I'm looking forward to the -- I should
6 say I look -- my windows look on Mass. Ave. I see the
7 traffic every day. I don't believe that going to one
8 lane westbound in that area of Mass. Ave. is going to
9 be a problem. I barely see a problem now on Mass.
10 Ave. absent an accident or another situation. And I
11 believe that the -- we still have two lanes going
12 eastbound in that area. I believe the situation will
13 improve somewhat with the bicycle lanes and the
14 dedicated -- seven dedicated left turn lanes.

15 Thank you very much.

16 CHAD GIBSON: Hi. My name is -- I'm
17 sorry. Hi. My name is Chad Gibson. I'm a resident
18 of Varnum Street in East Arlington. I'm going to
19 speak also on behalf of the East Arlington Livable
20 Streets Coalition, which I am co-chair of.

21 I've got three things I'd like to say.
22 I'm going to read a letter that I wrote for me
23 personally and my wife. I'm not from Arlington. I've
24 been here just a little over three years now. And my

1 wife and I have fallen in love with this town and we
2 really enjoy it. We enjoy the community that this
3 town has and we want to see our end of the town grow,
4 grow in the community and grow in having a main street
5 that's worthy of the residents that live there.

6 I've heard a lot of anger in the room
7 tonight. I understand that anger. I've heard a lot
8 of yelling, "Why can't we have four lanes because we
9 have four lanes now?" There's two things I think we
10 all need to all remember in this discussion. There
11 are design guidelines that MassDOT uses to design our
12 roadways. Those are readily available on the web.
13 It's the Project Development Design Guideline. It is
14 a treasure trove of information about projects like
15 this. You need to read that document. You need to
16 read the functional design report, see the traffic
17 data that was done. That is critical to understand
18 the traffic, the lane configurations, and why in some
19 places we have to have two lanes and in some places we
20 can get away with just one.

21 This is the letter I'd like to read on
22 my behalf and my wife's.

23 "I moved to East Arlington three-and-a-
24 half years ago for many of the same reasons that

1 people are still moving here today: access to public
2 transportation, great neighborhoods, and the ability
3 to walk to all the shops and businesses along Mass.
4 Ave.

5 Once we started living here, I realized
6 Mass. Ave. was hardly a people friendly place. What I
7 considered our neighborhood's main street was simply a
8 chaotic mix of cars, buses, bicyclists, and
9 pedestrians whose design hadn't been touched since the
10 trolley tracks were paved over. It seemed to me a bad
11 hangover from the 1970s, a yellow stripe in the
12 middle, and that was that.

13 After living here for about a year, I
14 heard about the Town planning on redoing the avenue.
15 I thought the timing couldn't be better. It needs to
16 be updated. I looked on the Town's website and found
17 what the major goals of the project were. These goals
18 are still the same ones listed there today. The
19 website stayed. The primary goal of this project is
20 to upgrade the aging infrastructure, including
21 resurfacing the road, rebuilding the sidewalks, and
22 replacing outdated traffic signals. As part of this
23 project, there will be some redesign of sections of
24 Mass. Ave. to revitalize the commercial area and make

1 the corridor pedestrian friendly with a healthy
2 balance between automobiles, bikes, pedestrians, and
3 transit users.

4 For nearly three years, we've done
5 planning, design, public debate, redesign, submittal,
6 redesign again, and more public debate. The question
7 tonight is does this project plan before us attain the
8 goals set out for this project almost three years ago?
9 The answer..."

10 SELECTMAN CLARISSA ROWE: Chad.

11 CHAD GIBSON: Can I finish this
12 paragraph? It's short.

13 SELECTMAN CLARISSA ROWE: Go ahead.

14 CHAD GIBSON: "The answer is a
15 resounding yes. The design has followed the MassDOT
16 project development and design guide. Yes, the
17 project takes into account state law by accommodation
18 of pedestrians and bicyclists on roadways. Yes, the
19 project is based on sound engineering, data, and
20 analysis."

21 Last sentence. "Yes, this design has
22 been changed due to public input. Compromises were
23 made to garner more support for those who think
24 motorists' ability is being impinged."

1 Thank you.

2 (Applause.)

3 DAVID VON SCHACK: My name is David Von
4 Schack. The last name is V-O-N S-C-H-A-C-K. I live
5 on 10 Chevion Road here in Arlington since 2003.

6 People have talked about European
7 cities a lot. And I didn't want to talk about it.
8 I'm European. I'm German. And I have to say I lived
9 in a town that was the bicycle capital of Germany in
10 1980 sometime. And I can definitely mention we had
11 better design sometimes for bicycles than is proposed
12 by MassHighway. I acknowledge that. But many bicycle
13 lanes in those towns that people have talked about --
14 I can't, you know, talk about stuff all over
15 Copenhagen, but definitely many of the German towns
16 that I lived in. One of them was the bicycle capital
17 of Germany in the '80s. It has lots of the same
18 configurations and they work. So, anybody who thinks
19 they don't work, they do work really well. I've lived
20 in Munich. Similar configuration.

21 Okay. So now the part that I really
22 wanted to -- I will read to you.

23 I really want to thank MassDOT for
24 coming here tonight, spending some time with Arlington

1 citizens. I've talked to a lot of parents at the
2 schools. I have two kids in Arlington public schools,
3 elementary school. A lot of those parents can't come
4 tonight. Again, they have kids at home. They did not
5 have a babysitter, so I hope I also speak for them to
6 some extent.

7 I think MassDOT has done a tremendous
8 job. And I want to commend you on doing that job,
9 really carefully reviewing all aspects of
10 transportation on Massachusetts Avenue.

11 We've heard comments from people that
12 are probably more looking at just the continuous use
13 of Mass. Ave. as a single-use car usage. But, as we
14 are aware, there are many more bikers over the years,
15 you know, that want to use Mass. Avenue that way.

16 As a father of two elementary school
17 children in Arlington, I am happy to be able to
18 express my support for the project, which will
19 definitely improve the safety of East Arlington, Mass.
20 Avenue.

21 I recently dropped off my daughter at
22 the Capitol Theatre and I observed a family that tried
23 to cross the road that goes west at Mass. Avenue
24 there. And it was really frightening to see how the

1 father pretty much, you know, throws himself in front
2 of traffic and then, you know, backed off again and
3 tried to get his two kids over the road.

4 Again, I'm very supportive of the
5 project, mainly for the safety aspects that are in
6 there.

7 SELECTMAN CLARISSA ROWE: Thank you for
8 your comments. If you want to leave your written
9 statement, you can do that.

10 ELIZABETH CARR-JONES: Good evening,
11 everyone. I'm Elizabeth Carr-Jones. The last name is
12 spelled C-A-R-R, hyphen, J-O-N-E-S. I live on Lehigh
13 Street in Arlington. I'm also a member of the
14 Transportation Advisory Committee, so I've seen this
15 project from its very beginning.

16 This is the first time I've spoken at a
17 public meeting. I've mostly been listening. But I
18 want to express my excitement and my enthusiasm for
19 this project, and to make a point that this project
20 represents improvements for every mode of
21 transportation as well as the business community. And
22 I applaud that, because it's really what it needs to
23 be.

24 I've seen the public process address

1 concerns. I've seen the project change over the
2 course of the time it's been worked on. I thought
3 that all of those changes have been good, well
4 considered. I think that the approach to the project
5 is very forward looking, and it's very adaptive, and
6 well suited to the specific circumstances of Mass.
7 Ave. in East Arlington. It's not a generic project by
8 any stretch.

9 I think it's very complicated. And I
10 do understand the sophistication that's gone into
11 developing the project as it stands today. And I
12 think that the more people look at it, the more
13 they'll understand that sophistication. And it's very
14 important.

15 Mass. Ave. is our main street in
16 Arlington. It needs to have a lot of -- a lot of
17 uses, a lot of pull and push from a lot of different
18 people. And I think that what's been done really does
19 have that approach in mind.

20 I feel -- I feel that if we were to
21 stop this project, it would only hurt Arlington. And
22 I want to remind everyone who may not be aware that
23 this project was begun out of some very tragic
24 pedestrian fatalities. And I can in good conscience

1 get up here and say that I think that all the problems
2 that caused those have been addressed. So, for what
3 it's worth, I do think that this is a problem and it
4 does need to be fixed. And for everyone -- I mean I'm
5 sympathetic to people who are looking for a simple
6 four-lane solution to this problem. But I remind you
7 -- and I can't recall the -- but for every complicated
8 problem, there's a simple solution, but it's usually
9 wrong.

10 SELECTMAN CLARISSA ROWE: Thank you,
11 Elizabeth

12 (Applause.)

13 HUGH MCCRORY: Good evening. My name
14 is Hugh McCrory. I live on Argyle Road in Arlington.
15 M-C-C-R-O-R-Y.

16 I've lived here for a number of years.
17 And it doesn't really matter how long I've lived here
18 because I live here now.

19 Well, first of all, I quickly want to
20 thank MassDOT and the Board of Selectmen, the previous
21 Board as well, and the Town leaders for bringing us to
22 this stage.

23 I think what's important is that we do
24 have discussion. I respect a lot -- all the people I

1 spoke to until tonight were for it. My opinion hasn't
2 changed. I have heard the other reasons for being
3 against it. I generally respect the differing
4 opinions, except perhaps when they're shouted into my
5 face. Then I tend not to agree.

6 I commend the Board of Selectmen for
7 taking on this project, the public hearing. It's not
8 easy. It's torturous. It can get out of control.
9 Well done. It's brave of the leadership, not just to
10 this current chair but to previous leaders.

11 To the MassDOT, I would ask you to
12 consider the silent majority, the people who can't
13 make it here tonight, people who haven't clapped in
14 support of their opinions, people who haven't
15 interrupted other speakers.

16 To the previous -- one of the previous
17 speakers who said that Arlington has spoken. The last
18 time that Arlington spoke was on April 2nd of this
19 year. That's when Arlington speaks. And that's when
20 we had our election. That's clear. Two thousand
21 seven hundred people, I respect their views. We have
22 44,000 in the Town of Arlington. That's 6 percent of
23 the population.

24 To the people who are concerned about

1 the depths of traffic in their area. I can relate to
2 that. My opinion, based on what I've heard, what I've
3 read, is that this is a project for the betterment of
4 the Town. I think all we have to do is look up Mass.
5 Ave. a little bit to Lexington. I don't think the sky
6 is going to fall if we reduce a lane on Mass. Ave. I
7 think it will help the elderly. I think it will help
8 families, mothers, fathers with children. I think it
9 will make the Town a more attractive place to visit
10 and to live.

11 I hope we can keep this process going
12 until everyone -- until the majority of people's
13 concerns are eased or allayed.

14 So, I would just urge you to consider
15 not just the people here today, but people who haven't
16 been able to come today. I guess my wife is one of
17 them. She's looking after a bunch of kids, or our two
18 kids.

19 So, thank you very much, everyone. And
20 thanks to the Town of Arlington for this process.
21 Keep it up.

22 SELECTMAN CLARISSA ROWE: Thanks, Hugh.

23 (Applause.)

24 NICK MEIMARIS: Nick Meimaris on

1 Melrose Street.

2 STENOGRAPHER: Name again?

3 NICK MEIMARIS: Meimaris, M-E-I-M-A-R-
4 I-S, longtime resident, born here, actually.

5 I wasn't planning on speaking, but a
6 few things I would like to bring up.

7 Number one, I work in Billerica. It
8 takes me 20 minutes to get to Lake Street. And then
9 from Lake Street it takes me over 30 minutes to get to
10 my street. So, you can see the traffic that not only
11 backs up to Mass. Ave. to Lake Street, but from Lake
12 Street to Route 2, which is very dangerous because
13 when you're going at 65, 55, 65 miles an hour, and
14 that traffic just suddenly appears because of Lake
15 Street backing up, that is a problem. So, MassDOT has
16 to take into account also the highway system how it's
17 backing up. And that's not only Lake Street, but it's
18 all of the side streets that are being affected on the
19 East Arlington side.

20 Number two, a couple of concerns that
21 have been brought up. I'm terrified of bicyclists'
22 driving. There was a woman earlier who said trying to
23 get a head of steam to pass somebody with training
24 wheels. That concerns me because I have two children

1 and I go on the bike path. And when they're yelling,
2 left, right, right, left, and they can't make up their
3 minds how to pass us, that's an issue for me. And
4 that issue is going to be on the bike lane on Mass.
5 Ave. because bicyclists get frustrated with one
6 another and they try to pass one another.

7 I have not seen a bicyclist, nine out
8 of 10 times, stop at the stop signs they have on the
9 bike path currently. When we're on Lake Street trying
10 to get home, they're running the stop signs, not
11 stopping to see if there's oncoming cars. So the cars
12 are forced to yield and watch for oncoming bicyclists
13 trying to rush over Lake Street to get home or to
14 Alewife. So, these types of concerns are something
15 that need to be addressed. And I don't think they
16 have been addressed at all. Everything's about the
17 motorists and everything's about the lanes, but the
18 bicyclist not obeying the laws is also a concern of
19 mine. And for them to be passing on the bike lanes is
20 going to be an issue. When a parked car tries to open
21 the door, and a bicyclist tries to avoid that, he's
22 going to go into oncoming traffic because they are
23 getting a head of steam. They're going 20, 30 miles
24 an hour these days. There are advanced bicyclists on

1 Mass. Ave., and on Lake Street, and on the bike path.

2 So those are some things that we need
3 to address and some things that we need to be aware
4 of. So, that's my concerns. And I am against it.

5 SELECTMAN CLARISSA ROWE: Thank you.
6 Thank you for your comments.

7 Next?

8 (Applause.)

9 MATHEW GHEORGHIOU: I'm Mathew
10 Gheorghiou. The last name is G-H-E-O-R-G-H-I-O-U.
11 And Mathew is with one T. Okay? I'm at 35 Bowdoin
12 Street.

13 AUDIENCE: Get closer.

14 MATHEW GHEORGHIOU: I'm sorry. I
15 apologize. I'm at 35 Bowdoin Street.

16 And I'm a little disappointed with this
17 whole thing because I feel that it's been shoved down
18 the residents of Arlington's throat. Whether we like
19 it or not, everyone's going to do whatever it is they
20 want without actually speaking to the residents. And
21 I think the overwhelming evidence is that they're
22 against it. We'd prefer four lanes rather than two.

23 I've been a resident since 1979. And,
24 Arlington had 20,000 people then, and I believe it has

1 about 40,000 now, right? And I don't like the fact
2 that -- I don't believe that that area should be
3 changed to become Lexington. Part of the reason that
4 you live in Arlington is the beauty of it is that
5 you're accessible to Cambridge and to Boston in a
6 reasonable amount of time. And what's happening here
7 is they're going to change it and they're going to
8 scare everybody in the adjacent neighborhoods and
9 everything else by having these motorists driving to
10 the back of the neighborhoods.

11 I'm totally against this. And I think
12 Mr. Berger has explained it, I don't know, a thousand
13 times. And I'd really appreciate if the Selectpeople
14 would listen to us rather than not.

15 Thank you very much.

16 (Applause.)

17 SELECTMAN CLARISSA ROWE: Thank you for
18 your comments.

19 Go ahead.

20 KEITH KEARSLEY: Hi. My name is Keith
21 Kearsley. Kearsley is K-E-A-R-S-L-E-Y. I live on
22 Thorndike Street here in Arlington.

23 I guess my question is what if you're
24 wrong? So, there's a lot of concerns. I agree with

1 most of the concerns. I'm against the lane reduction.
2 And I feel like you're gambling with our local
3 economy. So, you might be right. Right? Like you
4 guys seem like you've made yourselves pretty
5 comfortable.

6 I work in a medical device company in
7 R&D. And it's all about risk. Right? It's about
8 assessing the data. And it's really easy to want
9 something and to convince yourself that you're the
10 right thing. Our competitor, one of our competitors,
11 went out of business last year for doing the same
12 exact thing. A big company went out of business
13 because they convinced themselves that their device
14 was sufficiently robust and it wasn't. People died
15 and they went out of business.

16 So, to give you one more data point.
17 If there's more traffic, I'm going to drive down a
18 side street. If it's harder to park, I'm going to use
19 the businesses less and I'm more likely to leave
20 Arlington. I've lived here for six years, but I'm
21 still at a point where, you know, I love Arlington,
22 I'd like to stay, but I'd consider living in a
23 different town so I didn't have to deal with this
24 burden.

1 So I guess what I'd ask you to do is
2 make sure that you're really sure because I can't tell
3 that you're really sure. I can just tell that you've
4 convinced yourselves.

5 Thank you.

6 (Applause.)

7 ALIA ATLAS: Hi. My name is Alia, A-L-
8 I-A, Atlas. I live on Magnolia Street.

9 And I think the most important part of
10 the plan that needs to happen is the signals, is the
11 traffic control. I am very fond of the idea of a left
12 turn lane at Lake Street and really better signaling
13 there. I think the signaling is what controls the
14 traffic. It's not how many lanes you have to store
15 cars the point. It's not car storage. The point is
16 car movement.

17 The person who spoke before me, you
18 want to know how hard it is to undo? Well, you've
19 been arguing just paint the lines differently on the
20 street to do a test case. No, that's not a good test
21 because it doesn't have the updated traffic lights.
22 If you had the updated traffic lights and you really,
23 after all the fuss has settled down, and we're used to
24 it, we can actually walk there, and cross the street

1 safely, and maybe even I, who am not by the way a
2 dedicated bicyclist, could go biking up the road, that
3 would be really nice. Maybe then, you know, if it's
4 an absolute catastrophe, I think Arlington could pony
5 up for a few paint -- you know, a few gallons of
6 paint. Well, it will work out.

7 But the point is we need to get the
8 signals there and give it a chance. A lot of this
9 reminds me that there's a Piers Anthony book where the
10 same character encounters himself as a pedestrian, a
11 bicyclist, and a motorist. And each time he thinks
12 the others are complete jerks because they all think
13 they own the road. And none of us own the road. And
14 we're all pedestrians, and we're all -- well, many of
15 us are motorists, except my kids, and a lot of us are,
16 or would like to believe, that we will be bicyclists.
17 And we want to use the road properly.

18 I'm an engineer. I'm not a car traffic
19 engineer. I do network engineering. But flows are
20 flows. And the point of hiring experts is that they
21 do a good job. And I think this plan's been very well
22 communicated. And I'm hopeful that more people can
23 take a really good look at the three lanes that are
24 actually there, the left turn lanes that make it

1 safer.

2 You know, at Bates intersection, and
3 somebody is trying to make a left turn, I'd really
4 like to have Mass. Ave. controlled safely enough that
5 I can cross it without having to scare down drivers
6 for several minutes.

7 Thank you.

8 SELECTMAN CLARISSA ROWE: Thank you for
9 your comment.

10 JAY KASSEN: Hi. My name is Jay
11 Kassen, K-A-S-S-E-N. I live on Monument Street in
12 East Medford. I don't live in Arlington, but because
13 this is a state project and it's using state money, I
14 felt compelled to come out and voice my support. If
15 Arlington decides to ditch this plan and spend, you
16 know, half a million dollars of its own money, then,
17 you know, more power to you.

18 A couple of things that I think are
19 worth mentioning. The first is I really appreciate
20 the fact that this to me seems to be focused on a lot
21 of needs and not just the needs of one wealthy
22 demographic. It's really great to see that you're
23 counting families, people who walk, and, like myself,
24 people who own and drive often and bike.

1 This project really reminds me of what
2 happened in Brookline along Beacon Street where it was
3 the same situation, major thoroughfare. The town went
4 and repaved it and improved it in three sections. And
5 what happened is it worked out really well. It looks
6 really nice. And people are actually coming out, and
7 they're walking. The traffic is there slower than it
8 was before. It was never that fast to begin with.
9 But a lot more people can make really good use of the
10 area.

11 Same thing in Boston on Commonwealth
12 Avenue, almost the exact same situation, a three-part
13 phase. It worked out really, really well. They did
14 the exact same thing. They eliminated a lane.
15 Traffic has not slowed down at all. It's safer.
16 Emergency vehicles can get by. And people really
17 enjoy being out more often. And that's great. And I
18 look forward to seeing that in Arlington. So,
19 clearly, there is a track record for doing this and it
20 works out well.

21 About the biking, I do bike often. And
22 in the six years that I've been riding through
23 Arlington, I've been noticing more and more and more
24 and more and more cyclists. And if you project this

1 out to 2028, or whenever the end date is, it's just
2 going to increase. These people are not going to go
3 away because there are or are not bike lanes.

4 Personally, I'm kind of indifferent
5 about bike lanes. I don't think they're the greatest
6 thing in the world. I'll use them if they're there.
7 If they're not, I'm still going to bike. And so is
8 everyone else. And the bikes are going to slow down
9 all these people that seem to be only concerned with
10 moving through Arlington as quickly as they possibly
11 can. They don't care about anything else. They just
12 want to get as far as they can as quickly as possible.
13 By putting the bikes into a dedicated space then you
14 get them out of the middle of the road, which is where
15 we otherwise have the right to go.

16 Last thing. Route 16 is where your
17 traffic backups are, not anywhere else. If you
18 eliminate Route 16 and that traffic light, you
19 wouldn't have traffic backed up on Mass. Ave. But, I
20 don't see that happening.

21 Thank you very much.

22 SELECTMAN CLARISSA ROWE: Thank you.

23 Next?

24 MARK KAEPPLEIN: Hi. I'm Mark

1 Kaepplein. I live at 11 Palmer Street in Arlington.

2 I've been there for 20 years. Previously --

3 SELECTMAN DAN DUNN: Last name, Mark?

4 MARK KAEPPLEIN: Kaepplien, K-A-E-
5 double P-L-E-I-N.

6 It's going to be two lanes where I
7 live. I want to thank MassDOT for being here.
8 Previously -- we've had great attendance here and it's
9 because a private citizen sent out a mailing. And the
10 Town of Arlington has done a poor job previously in
11 getting the public knowing about this project. It
12 seems like they're trying to sneak it through and not
13 listen to residents.

14 Is anyone here -- and I'm disappointed
15 with this presentation. The presentation is full of
16 distortions, starting with this 10-second saving in
17 crossing time. At two-and-a-half feet per second,
18 does that mean you're taking 35 feet out of the width
19 of the road everywhere or just one place, to use an
20 example or make it a broad brush statement? Is that
21 every crosswalk?

22 RICHARD AZZALINA: Yes, every
23 crosswalk.

24 MARK KAEPPLEIN: So you're narrowing

1 the road by 35 feet?

2 RICHARD AZZALINA: We're narrowing
3 where the pedestrian has to cross in terms of the
4 travel lane in the roadway.

5 MARK KAEPPLEIN: Yeah, that makes no
6 sense. It sounds like we have plenty of room for an
7 extra lane of road to travel in if you're taking out
8 35 feet.

9 RICHARD AZZALINA: We're taking out --
10 well, it's 35 feet, 10 of which is dedicated for
11 bicycle accommodation, five feet on each side, two
12 additional feet on each side to account for potential
13 dooring incidents, and then we have bumpouts, or neck-
14 outs, we have curb extensions, which come out another
15 six feet on each side.

16 MARK KAEPPLEIN: Well, how are they
17 going to get doored at a bumpout?

18 RICHARD AZZALINA: At a bumpout
19 location you would haven't worry about a parked
20 vehicle, obviously.

21 MARK KAEPPLEIN: It's imaginary. Okay.
22 For all the data you have, what's the crash reduction
23 factor for all the safety features you've put in? How
24 many fewer injuries and accidents can we expect

1 following all these great improvements? What's your
2 estimate for that protection?

3 RICHARD AZZALINA: We haven't done --

4 MARK KAEPPLEIN: Oh, so this is a
5 safety project and you don't know?

6 SELECTMAN CLARISSA ROWE: Sir, please.

7 MARK KAEPPLEIN: Okay. All right.
8 Another question. There's 225 easements. How much is
9 the Town going to spend on that for lawyers, and
10 contests, and then the use --

11 SELECTMAN CLARISSA ROWE: It's coming
12 to Town Meeting, this Town Meeting.

13 Mike, do you want to talk just very
14 briefly about the easements.

15 MIKE RADEMACHER: Sure. My name is
16 Mike Rademacher, the Public Works Director here in
17 Arlington.

18 The process for the easements is, like
19 Clarissa mentioned, will be brought up at Town
20 Meeting. The 200-and-some-odd easements, until we
21 know the size, exactly the size of the easements, and
22 if any will be donated, or when we have an assessment
23 done of what those easements are worth, we will not
24 know the exact value until then. It could be anywhere

1 from \$100,000 to \$200,000.

2 MARK KAEPPLEIN: All right. Another
3 point is the bus stop in front of the Capitol Theatre.
4 That intersection has the highest crash index and the
5 highest pedestrian counting and, yet, the bus stop
6 isn't moved. There's a huge conflict between buses
7 and turning cars, a big turning spot. And it's crazy
8 for a safety project not to move that bus stop two
9 blocks east. So that's another distortion. And it's
10 really -- it's not about safety. Otherwise, we'd have
11 on-demand crossing and bike lanes wouldn't be such a
12 high priority.

13 Thanks.

14 SELECTMAN CLARISSA ROWE: Thank you for
15 the comments.

16 (Applause.)

17 SELECTMAN CLARISSA ROWE: Wait.
18 Please. We're really trying to get everybody in.
19 It's five of ten. MassDOT would like to end at 10:00.
20 They've agreed to hear the people that are lined up
21 now. If you could please limit your comments to one
22 minute or so and only mention things that haven't been
23 mentioned before.

24 Thank you.

1 DREW HITE: My name is Drew Hite, H-I-
2 T-E. I live at 33 Varnum Street. And I support the
3 plan.

4 Thank you.

5 SELECTMAN CLARISSA ROWE: Great.

6 (Applause.)

7 MICHAEL ROSSI: Good evening. My name
8 is Michael Rossi, R-O-S-S-I. I'm an attorney with the
9 law firm of Clark, Hunt, Ahern, & Embry in Cambridge.
10 Our firm was retained by 2009 by Eric Berger to
11 investigate some of the legal implications of this
12 project. And, to do that, we've obtained documents
13 from the Town from Freedom of Information Act
14 requests, including funding applications, traffic
15 studies, correspondence, and so forth.

16 We've evaluated the DOT's design guide,
17 National Highway standards, the Town's functional
18 design report, and so forth. And in doing that, one
19 thing has become quite clear to us, that the core of
20 this project, as far as the Town is concerned, is that
21 this is intended to improve safety on the corridor.
22 And we've heard that from many of the supporters
23 tonight who have expressed concern about safety. The
24 real question, and one that we have looked at closely,

1 is whether \$5.8 million in safety improvements are
2 necessary. Put otherwise, is there really a safety
3 problem on Mass. Ave.? The evidence that we've
4 reviewed could not be any clearer on this point.
5 There is not.

6 The Town, through its planners, has put
7 forth no evidence that crashes or injuries are on the
8 rise on Mass. Ave., nor has there been any evidence in
9 the form of data that safety deficiencies warrant such
10 a costly and disruptive overhaul of the roadway. In
11 fact, the Town's data that's included in its
12 functional design report shows that this road is quite
13 safe compared to other roads in the Commonwealth. The
14 Town's FDR includes crash rates for six study --

15 SELECTMAN CLARISSA ROWE: Attorney
16 Rossi, I know you will I'm sure be submitting
17 testimony. Could we give the people behind you a
18 chance to talk?

19 MICHAEL ROSSI: I'll conclude briefly.

20 SELECTMAN CLARISSA ROWE: Thank you.

21 MICHAEL ROSSI: I've been standing in
22 line -- I've been standing in line for about 45
23 minutes.

24 SELECTMAN CLARISSA ROWE: I know you

1 have. I appreciate that.

2 MICHAEL ROSSI: I'd like to just finish
3 this up.

4 SELECTMAN CLARISSA ROWE: Yes.

5 MICHAEL ROSSI: Thank you.

6 The Town's functional design report
7 includes crash rates for six study intersections.
8 Just one had a five-year crash rate above the state
9 average. The bottom line, not a question for the
10 planners here, is where is the data? Where is the
11 data showing that there is a safety problem that
12 exists on this roadway?

13 Thank you.

14 SELECTMAN CLARISSA ROWE: Thank you.

15 (Applause.)

16 SELECTMAN CLARISSA ROWE: Would you
17 like a response to that?

18 MICHAEL ROSSI: Yes.

19 SELECTMAN CLARISSA ROWE: Okay. Doug?

20 DOUGLAS PRENTISS: Douglas Prentiss
21 with FST. Douglas Prentiss with FST.

22 The data is in the functional design
23 report. If you look at the intersections, there's
24 also a table for the lakes, in other words, the

1 sections between the intersections. All right? And
2 from 2004 to 2008, there were an average of 31
3 accidents a year, including fatality, including
4 pedestrian injuries, including bicycle injuries. So,
5 that data is in there. And I can certainly help you
6 afterwards and show you where it is. Okay?

7 SELECTMAN CLARISSA ROWE: Next?

8 CONOR MCKENZIE: Hi. My name is Conor
9 McKenzie. I live on -- that's C-O-N-O-R, M-C-K-E-N-Z-
10 I-E. I live on Elmhurst Road in East Arlington. And
11 I just wanted to briefly make a few comments to
12 express my support for this project.

13 Basically, what I'd like to say is that
14 the residents of Arlington, some of us bike, some of
15 us drive, some of us walk, some of us take transit.
16 People drive because they have long commutes. Some
17 people drive because they have to. Some people bike
18 because they have to. Some people bike because they
19 can't afford to drive. Some people bike for health
20 reasons. People walk because they're too young to
21 drive or they're elderly. The point is, is that
22 safety -- is that it's our shared main street and we
23 all have an equal right to enjoy a safe thoroughfare,
24 a safe main street that's a way to get around. And I

1 think this plan does an admiral job of taking into
2 account all users and I support the plan.

3 Thank you.

4 (Applause.)

5 SELECTMAN CLARISSA ROWE: Keep it to
6 one minute if you can, please.

7 ROBIN JOHNSON: Sure. My name is Robin
8 Johnson. I live at 26 Chandler Street in Arlington.
9 And that's R-O-B-I-N, J-O-H-N-S-O-N.

10 I guess I just want to speak in support
11 of the project. I live in East Arlington. I can say
12 that as a patron of businesses in East Arlington, I
13 use the businesses on my side of Mass. Ave. more than
14 I would -- more than I do the businesses on the other
15 side, simply because it's so difficult and so fraught
16 to cross Mass. Ave. with the cars going 40 or 50 miles
17 an hour.

18 And the only -- the other comment I
19 have -- I don't know if this is done in Massachusetts,
20 but if you could put the street signs, like the names
21 of the streets at the stop lights on the corridor.
22 And that's what they do in Florida. That way, the
23 street signs, if you can see them in the dark that
24 might help, too. But just put the street signs, for

1 God sakes, just put them where people are already
2 looking.

3 (Applause.)

4 SELECTMAN CLARISSA ROWE: Thank you.

5 CAROL SWEENEY: Hi. I will make it
6 very quick. My name is Carol Sweeney. I have been an
7 Arlington resident for about 20 years. And I want to
8 thank everyone for coming out, particularly the state
9 folks, because this has been a long process.

10 I have to say there are clearly
11 elements of this plan that I absolutely support. But,
12 as a resident of Lake Street, Lake Street we have
13 beared more than our fair share of traffic problems
14 over the years. I think our partner, or sister
15 street, Pleasant Street, the two of us are the worst.

16 When we first moved here, our hope was
17 that the Town would find ways to improve the traffic
18 situation for us. I do not believe that safety is the
19 exclusive problem of Massachusetts Avenue. I would
20 argue that Lake Street is less safe in many instances
21 than Mass. Ave. People who live on Lake Street, this
22 is our neighborhood. This is where we live. This is
23 where our families all congregate. That they are
24 afraid and cannot cross Lake Street, a two-lane road,

1 for a minimum of four hours of day, that is no
2 exaggeration.

3 So, over the years, I haven't really
4 seen the improvements. My hope is that with a \$5
5 million plus price tag that there would be an
6 opportunity in this project to improve the situation
7 for the residents of Lake Street. And I've come to
8 some meetings. I haven't quite heard that yet. But I
9 would encourage all the representatives, I think this
10 is a perfect opportunity to do that for those of us
11 who have lived here for many years, who own beautiful
12 pieces of property, and pay our fair share of taxes to
13 the town and the state.

14 SELECTMAN CLARISSA ROWE: Thank you
15 very much.

16 CAROL SWEENEY: Okay.

17 SELECTMAN CLARISSA ROWE: Mr. Fiore.

18 PETER FIORE: Peter Fiore, Mott Street.
19 I've been a Town Meeting Member for 15 years and I'm a
20 card carrying pedestrian.

21 I came here tonight with a guy from the
22 Livable Streets Coalition who was handing out leaflets
23 down on the way to Alewife, so I kind of got convinced
24 to come and scope this out. But I've got to tell you,

1 this level of anger and hostility, this can't be good
2 for the community. And I don't feel I can support
3 this project at this time. When it's at the point
4 where whether it lives or dies, half my neighbors are
5 going to feel that they lost.

6 So, I don't know what you're going to
7 do, but you've got to do something to address all the
8 concerns.

9 SELECTMAN CLARISSA ROWE: Thank you,
10 Peter. I echo your sentiments.

11 DAVID WATSON: David Watson, W-A-T-S-O-
12 N, 170 Franklin Street. I'm a biker, I'm a walker, I
13 drive on Mass. Ave., I take the bus. I'm on it almost
14 every day. I'm also a bicycle advocate in the
15 interest of full disclosure.

16 But I want to talk about balance. And
17 we need to balance the modes. And I think the plan
18 does an admirable job of balancing different modes.
19 But we also need to balance safety and convenience.
20 And safety doesn't just mean looking at the crash
21 rates and statistics. It means looking at how it
22 feels when you're doing it. And I can't tell you the
23 number of times that I have run across Mass. Ave., you
24 know. And I'm pretty good at dodging traffic. I

1 cannot tell you the number of times I've been riding
2 to work on my bike and cars have brushed by me within
3 inches. And unless that has happened to you, you
4 don't know what that feels like. And that is an
5 important part of your safety considerations. And I
6 urge everyone to think about that.

7 Thank you.

8 (Applause.)

9 RICHARD TIBBETTS: Hello. Richard
10 Tibbetts, T-I-B-B-E-T-T-S, at 20 Eliot Road. I
11 previously lived on the other side of Mass. Ave. on
12 Harlow Street.

13 I'm in support of the project. I'm
14 actually one of those parents who had to put the
15 children to bed. I'm here on behalf of myself and my
16 wife.

17 This is actually the first time I've
18 shown up at a community meeting in support of
19 something. I actually share that because my
20 experience is that only the angry against it people
21 show up. And I've actually received a bunch of
22 disingenuous mailers about the project with a bunch of
23 sort of misleading information.

24 I've been in support of the project

1 since it started. I was impressed by the original
2 plan. And I notice that almost all of the questions
3 have been asked by people who are opposed to the
4 project. So, I wondered if you'd be open to a
5 question from someone who supports the project.

6 My question is, I notice that you
7 changed from an original two-lane plan to the new
8 three-lane plan. And I wonder if that is actually the
9 right thing to have done or if that was just done to
10 sort of mitigate some of the challenges you were
11 having. It feels like you may be overemphasizing cars
12 in the current plan versus what I would expect, for
13 example, my experience in Ann Arbor, Michigan, with a
14 similar project that was done there.

15 So, if anybody could speak to whether
16 it's actually what they wanted to do, that's --

17 SELECTMAN CLARISSA ROWE: Okay. I'm
18 really sorry, but these wonderful people from MassDOT
19 need to go home. I will stay and listen and take
20 notes until everybody that's spoken once has spoken.
21 If you'd like us to, I will listen. But I think the
22 most important thing is for Kim to talk about how
23 other people can comment. We had 300 cards. We got
24 through -- it jumped around. We understand there are

1 a lot more people that want to speak. And I'm really
2 sorry, but I really don't think it's fair for them to
3 have to stay any longer. I will stay until you all
4 want to go to bed.

5 AUDIENCE: They need to hear. That's
6 their job.

7 SELECTMAN CLARISSA ROWE: Their job is
8 not to stay past 10:00, honestly. And what I can ask
9 people to do is make comments in written form.

10 AUDIENCE: Our comments are directed to
11 --

12 SELECTMAN CLARISSA ROWE: Okay.

13 MODERATOR SLOAN: If we could -- maybe
14 if people -- we would really like to hear everyone who
15 has waited so patiently in line, but perhaps maybe we
16 could speed it up really quick.

17 SELECTMAN CLARISSA ROWE: Speed it up.
18 Okay.

19 MODERATOR SLOAN: And then if somebody
20 has something to say, because we're starting to hear
21 the same comments over and over.

22 SELECTMAN CLARISSA ROWE: The same
23 thing. Okay. So any --

24 MODERATOR SLOAN: So if you don't have

1 anything different to say, I would encourage you --

2 SELECTMAN CLARISSA ROWE: The short
3 lady in the back with the pink on, and that should be
4 the end of the line really. Okay.

5 MODERATOR SLOAN: And the other option
6 is if you don't want to wait any longer, there's a
7 comment sheet that you can fill out right in the
8 brochure, and you can hand it up to me tonight and it
9 will become part of the official record. But you also
10 have 10 days to mail that into MassDOT and that will
11 become part of the official record. So you have 10
12 days to do that.

13 SELECTMAN CLARISSA ROWE: And we will
14 be putting this up on the website tomorrow. So
15 anybody that didn't have a chance to speak and wants
16 to include their comments in whatever form, you can go
17 to the Town website and get the address of where you
18 can send your comments. They should be sent in the
19 next 10 days.

20 But let's, please, one minute or less.
21 Only say things we haven't heard before. Please.
22 Thank you.

23 ADAM LANE: Adam Lane, 77 Grafton
24 Street. That's L-A-N-E.

1 I'd like to thank everyone for staying
2 up past their bedtime.

3 And I was drawn -- my wife and I were
4 drawn to Arlington by the wonderful business district
5 of East Arlington, the sense of community. I think
6 the plan is good and supports those businesses. I
7 think the owners have legitimate concerns about
8 accommodation of delivery vehicles and disruption of
9 business during construction. I hope as the plan
10 moves forward, every effort will be made to
11 accommodate that, and I think it will really improve
12 the quality of life in Arlington and Medford greatly.

13 Thank you.

14 SELECTMAN CLARISSA ROWE: Thank you.

15 ANTHONY CIPOLLE: Anthony Cipolle, 19
16 Philemon Street.

17 I think the plan is responsible in
18 terms of safety. I spent the afternoon dealing with
19 two insurance companies and the Massachusetts
20 Department of Insurance. One of the insurance
21 companies plans on getting ahead of this and
22 increasing their rates for the people in this stack
23 code, in this territory and zip code, due to the plan.
24 I think a bike lane will be an increased exposure to

1 risk for the insurance companies and they plan on
2 increasing our auto insurance. I think part of that
3 will be -- the reason for that is you haven't
4 addressed police presence. The laws are not being
5 enforced now. And that's why the cars and bikes
6 aren't getting along. So, part of it is Arlington
7 needs to increase police presence and enforce the laws
8 we do have.

9 That's the only thing that you haven't
10 heard.

11 SELECTMAN CLARISSA ROWE: Thank you.
12 Thank you for keeping it brief.

13 CAROLYN WHITE: Carolyn White, 260
14 Massachusetts Ave. And I grew up in Arlington. And,
15 Carolyn White, W-H-I-T-E, 260 Mass. Ave. I grew up in
16 Arlington. And I moved back here about two years ago.
17 I live right near the corner of Orvis and Mass. Ave.
18 in front of the bus stop.

19 I support the plan. I thank you for
20 your work. I thank you for the amount of community
21 meetings you've had, these meetings that you've had,
22 and the committee that you put together that
23 represents people from that part of Town.

24 I am concerned about being able to

1 cross Mass. Ave. with or without children. And as
2 someone who is a fair-weather commuter by bicycle, I
3 would love to see more cyclists follow the rules
4 better and the bike lanes actually help them do that.

5 I am also concerned about the cross
6 traffic into the side neighborhoods. The Garmins
7 right now will tell people not to take the turn at
8 Lake Street and Mass. Ave. And it will tell them how
9 to turn into the neighborhood by the Hardy School and
10 go down Orvis Street. People are already doing this
11 and they will continue to do this in the future. And
12 I hope you consider bump-up crosswalks in certain
13 parts to slow them down.

14 I also hope that you will consider a
15 light at the bike lane that is in conjunction with the
16 light at Orvis Street so that a green light at the
17 bike lane, a green light at Orvis Street. That way it
18 will cut down on the people coming down Orvis and
19 coming down Fairmont and the other streets onto
20 Brooks, and it will increase use of people for Lake
21 Street. It may help the traffic.

22 Thank you.

23 SELECTMAN CLARISSA ROWE: Thank you.

24 RACHAEL STARK: My name is Rachael

1 Stark, R-A-C-H-A-E-L, S-T-A-R-K. I live in East
2 Arlington on Randolph Street. I've lived in Arlington
3 for 14 years. My daughter grew up in Arlington and my
4 husband died unexpectedly four years ago and is buried
5 here in Arlington, so I am committed to Arlington.

6 We residents of Arlington share Mass.
7 Ave. Mass. Ave. was laid out in the 1630s. We have to
8 do the best we can with it now. We drive. We walk.
9 We shop. We take our kids. We take the bus. We walk
10 our kids to school. We do a lot of different things
11 with it. They all have to be accommodated. We all
12 deserve to be safe. We deserve to be able to get up
13 and down Mass. Ave. We deserve to be able to get
14 across Mass. Ave.

15 I'm the founder and chair of Walking in
16 Arlington. We try to make it safer and pleasanter to
17 walk in Arlington. And anyone who thinks we don't
18 need that has never tried to cross Mass. Ave.

19 What we need also -- I support the
20 project. I think it's not perfect. I think it's a
21 reasonable compromise. We do need traffic enforcement
22 for pedestrians, and bicyclists, and motorists. The
23 traffic enforcement is terrible. So, I would like to
24 see if any of us break the traffic law, we deserve to

1 be ticketed. Anybody. We all need to be safe.

2 So, I support the project, but I also
3 support much stronger increased traffic enforcement.

4 SELECTMAN CLARISSA ROWE: Look at me
5 when you say that, not them.

6 RACHAEL STARK: All of you, everyone.

7 SELECTMAN CLARISSA ROWE: Thank you.

8 DAVID D'ANTONIO: My name is David
9 D'Antonio. That's D-apostrophe-capital A-N-T-O-N-I-O.
10 And I live at 65 Randolph Street.

11 I'm a newcomer to Arlington. And I am
12 frustrated about this plan. I couldn't believe what I
13 was hearing. I would like to particular issues that I
14 haven't really heard addressed much. The first is the
15 bus lane, bus relocations. And I do a fair amount of
16 walking in Arlington. And when I am trying to take a
17 bus, I usually see like three. And there's bus
18 bunching. And I don't see how it's going to work with
19 a one-lane road. Even if there are bus cutouts for
20 the bus to pull in, then there is going to be a bus or
21 two behind that one. And I don't think there's going
22 to be enough room. And I especially don't think
23 there's going to be enough room when it snows. We all
24 saw what the snow can do this year, and it's not

1 supposed to be any less in the future years. And I
2 don't believe that there's going to be enough room
3 between buses and cleared bike lanes and one lane of
4 traffic going west.

5 Thank you.

6 NANCY LOWE: Hi. My name is Nancy
7 Lowe. I live on Harlow Street in East Arlington.

8 And when I first came to Arlington,
9 which was many years ago, I lived about 300 feet from
10 Mass. Ave. And I drove on Mass. Ave. And people
11 would be honking behind me because I thought it was a
12 one-lane road because there are no lines in it.

13 So, I'm really looking forward to these
14 improvements. I was really impressed with the
15 presentation. I love to walk around Arlington. East
16 Arlington is a great spot to go to. You know, you
17 have the cleaners and all these other things.

18 But I will say I'm terrified of
19 crossing Mass. Ave. I've had two close friends, if
20 you want to talk about how secure or how safe it is,
21 I've had two friends hit at the crosswalk two
22 different times going across by Sabatino's. And I
23 don't want my daughter crossing where there's not a
24 light.

1 So, I'm looking forward to these
2 improvements and having a shorter distance for
3 pedestrians to get across. I like the idea of the
4 bumpouts.

5 The one thing that has been mentioned,
6 but I would like to reiterate as well, is I'm not
7 quite sure how this is going to work with the delivery
8 piece. And I do think that is something that has to
9 be addressed. And it's just going to cause some
10 problems with parking.

11 SELECTMAN CLARISSA ROWE: One of the
12 things we'll do with these comments is we will answer
13 some of them. We didn't want to take up time today.
14 I mean the construction sequencing, no business will
15 be closed. You know, the delivery has been thought
16 about. But we're trying not to interrupt people.

17 NANCY LOWE: I meant in terms of just
18 on a daily basis because if those trucks end up
19 blocking the bike lane, or parking, or whatever, how
20 that's going to be addressed.

21 SELECTMAN CLARISSA ROWE: Right. Thank
22 you.

23 NANCY LOWE: Thanks. I'm really in
24 favor of the project.

1 EDWARD STARR: It's Edward Starr, with
2 two Rs, S-T-A-R-R.

3 Contrary to the conventional research,
4 the first public meeting on lane configuration for
5 Mass. Avenue was held at the Fox Library on April 9th,
6 2002. This was nine years ago last Saturday. And we
7 have now started our 10th year on this project.

8 A second study of Mass. Avenue was done
9 in 2005. By the way, that study was done by Louis
10 Berger Associates. The discussion was results of what
11 they had presented. The second study was done in 2005
12 by VHB. And we now have a third study by FST, all
13 coming out with the same results. I think the Town
14 has done a very thorough job of examining that and I
15 thank you very much.

16 SELECTMAN CLARISSA ROWE: Thank you.

17 ALAN FRANK: My name is Alan Frank, A-
18 L-A-N, F-R-A-N-K. I've been at 35 Gardner Street for
19 about 17 years.

20 I use Mass. Ave. to drive, bike, walk,
21 shop, and ride the bus. And, as a driver, my first
22 encounter with Mass. Ave. is trying to get onto it and
23 trying to see over the vans and the SUVs that didn't
24 exist when Mass. Ave. was originally laid out, and I

1 don't mean 400 years ago. The bumpouts are going to
2 make it much easier.

3 And then when you get on Mass. Ave.,
4 people have made comments about the so-called
5 reduction from four lanes. It's not four lanes. It's
6 a left -- it's a westbound free for all and an
7 eastbound free for all. And that's fine at a bumper
8 car concession, but I don't want it on a public
9 highway.

10 As a biker, I'd like to thank you for
11 the bike lanes, for the bike paths that have been
12 added over the last several years. That's how I get
13 to work now. It's a lot less stressful. And it
14 really helps me get through the work day because I
15 haven't been dealing with traffic, riding my bike.

16 Bike lanes are going to make it a lot
17 safer to ride my bike on Mass. Ave. with my kids.
18 People have mentioned the bike path as an alternative.
19 That's like telling people to take Route 2 to get from
20 here to the Capitol Theatre. It's not practical.

21 SELECTMAN CLARISSA ROWE: Okay. Could
22 you finish up?

23 ALAN FRANK: As a walker, crossing at
24 Cleveland Street in the evening, I feel like I'm

1 playing Frogger. The bumpouts and the median is
2 really going to make it a lot safer.

3 And, thank you.

4 SELECTMAN CLARISSA ROWE: Thank you.

5 JUDITH BUTLER: Hi. My name is Judith
6 Butler and I live in Somerville. And I'm opposed to
7 this project.

8 I think of this Mass. Avenue as a spine
9 from Bedford and Concord, through Lexington,
10 Arlington, Cambridge, over to West Rox -- I mean to
11 Roxbury, right through Boston. I think anything that
12 inhibits or impedes the flow, the circulation, is
13 detrimental. And I just think there's nothing wrong
14 with having a wider space on a road. People should
15 know their lanes. I don't think bike lanes are
16 necessary, nor do I think bumpouts are necessary. In
17 fact, I think they're dangerous. People need to know
18 their own lane and drive in it safely.

19 And, also, I mean I'm aware that as
20 both a bicyclist or a pedestrian or a driver, we all
21 tend to be selfish and be thinking in terms of our own
22 self. We do need to be more mindful. But I don't
23 think you need to legislate this. You just need to
24 educate people more.

1 SELECTMAN CLARISSA ROWE: Thank you.

2 (Applause.)

3 SELECTMAN CLARISSA ROWE: Go ahead.

4 SHUNSUKE YAMAGUCHI: My name is
5 Shunsuke Yamaguchi. That's S-H-U-N-S-U-K-E, the last
6 name is Yamaguchi, Y-A-M-A-G-U-C-H-I. And I live on
7 221 Mass. Ave. And I have a 14, 10, and a three-year
8 old. I take the bus back from picking up my daughter
9 and my son, we can never make that light across on
10 Lake Street, Capitol to our side on time. I've seen
11 bicyclists turn over because the roads are really bad.
12 My son's now biking all over to his baseball
13 practices. And I'm all for it. But I hope the roads
14 area going to be fixed and bike lanes -- if that means
15 bike lanes, I think that's great. I'm all for it.
16 One thing. They are saying two lanes,
17 two lanes. But, Mass. Ave. is more like six lanes.
18 And in the summertime, people floor it, especially on
19 the weekends. And if anything were to slow it down, I
20 think it's great.

21 Thank you very much.

22 SELECTMAN CLARISSA ROWE: Thank you.

23 PHIL GOFF: My name is Phil Goff, G-O-
24 F-F. I'm at 94 Grafton Street. I'm the co-chair of

1 East Arlington Livable Streets Coalition.

2 I think the comments on both sides have
3 been great. To be honest, I don't have any new
4 comments to add to those. However, I did receive --
5 it might sound kind of odd -- but I received an
6 anonymous email from a business owner on Mass. Ave.
7 who requested that I read his testimony. It's a very
8 short letter. So, I think it will surprise more
9 business owners here. So I will just read this very
10 quickly. I think it's relatively interesting.

11 "As a local business owner for more
12 than a decade, I view this project as I would any
13 public works project with hesitation. They do not
14 routinely go as according to plan, which hurts the
15 businesses who must suffer through the project's
16 construction. There are, however, two very important
17 aspects of this project that will be positive to the
18 neighborhood upon completion. The pedestrian lighting
19 after widening the sidewalks will create a wonderful
20 evening shopping and dining environment.

21 Having almost been a victim of a hit
22 and run on a few occasions personally, as well as a
23 spectator to this on a daily basis near Lake Street, I
24 believe the shortened crossing time, which will come

1 from the building of bumpouts, will definitely make it
2 safer to cross Mass. Ave. and to get to a destination
3 without needing to catch your breath from the shock of
4 almost being hit by a car. We will..."

5 SELECTMAN CLARISSA ROWE: Phil, can you
6 --

7 PHIL GOFF: Yeah, that's it.
8 Sincerely, anonymous business owner.
9 I'd like you to take that into account.

10 Thank you.

11 SELECTMAN CLARISSA ROWE: Thank you.

12 ADAM LORENZ: Adam Lorenz, L-O-R-E-N-Z.
13 I'm at 61 Palmer Street in Arlington. I'm speaking
14 also on behalf of my wife who is home with our two
15 kids. And she's been teaching the two of them how to
16 playing Frogger multiple times of day going across
17 Mass. Ave. And I'm looking forward to having the
18 breaks in the midpoints.

19 And we would be strong advocates of
20 this project primarily for the improved pedestrian
21 crossings and improvements to the sidewalks in
22 general, which will improve the East Arlington
23 community, I believe.

24 And, finally, the bike lanes play a

1 very important role I think in improving and reducing
2 the number of -- total number of vehicle miles
3 traveled.

4 And, lastly, with all of those
5 benefits, I would actually be in favor of this project
6 even if it did impede traffic flow, but I am a strong
7 believer in that a lot of engineering has gone into
8 this and experimental evidence in other communities
9 have shown that this improved flow will actually
10 increase the speed of, you know, from Point A to Point
11 B destinations. So, I think I'm a strong advocate.

12 SELECTMAN CLARISSA ROWE: Thank you.

13 STEVE KAISER: My name is Steve Kaiser,
14 K-A-I-S-E-R, as you know.

15 SELECTMAN CLARISSA ROWE: Can you give
16 your address, Steve?

17 STEVE KAISER: 191 Hamilton Street in
18 Cambridge.

19 In my four decades of being involved in
20 the transportation field, I've met with a large number
21 of consultants. And, let me tell you who the
22 consultant to design this project would be, my number
23 one choice. His name is Rick Azzalina.

24 But because I say that doesn't mean

1 he's perfect. Nobody's perfect. They make mistakes.
2 He made a couple of mistakes tonight, so let me just
3 point them out.

4 One is tackling the issue of safety.
5 Right? Because as soon as he did that, people then
6 asked him, "Well, how many accidents do you think
7 you're going to get through safety? How many
8 accidents are you going to get in the future?" Nobody
9 knows. Nobody knows how to do it. They study it in
10 the State of Massachusetts, in the Department of
11 Transportation, in the entire United States. Nobody
12 knows how to do anything like that, just tell us how
13 many accidents to expect in the future.

14 So, it wasn't your mistake that you
15 didn't know the answer. It's our society's mistake
16 that we don't know better and know how to understand
17 safety.

18 The other thing was an omission, which
19 was bottlenecks. We shouldn't use that word because
20 Route 16 is the bottleneck here. When you started
21 hinting that this is the meter, the traffic meter, and
22 limits the traffic that goes in here and that would
23 justify the one lane northbound --

24 SELECTMAN CLARISSA ROWE: Thank you,

1 Steve.

2 STEVE KAISER: One last quick sentence.

3 Okay?

4 SELECTMAN CLARISSA ROWE: Okay. You're
5 over your minute though.

6 STEVE KAISER: Around the issue of
7 winter conditions, we went through that in January in
8 Cambridge. We lost all our bike lanes, and most of
9 the drivers lost their parking spaces, so it was even
10 steven. So that's the way I explain winter. It's
11 hard for anybody to get through winter. And just as
12 long as it's even, things work out.

13 Thank you.

14 SELECTMAN CLARISSA ROWE: Thank you.

15 (Applause.)

16 SELECTMAN CLARISSA ROWE: Hold that
17 microphone right near her.

18 Yes, wait a minute. Mr. Azzalina would
19 like to say something.

20 RICHARD AZZALINA: Yeah, Steve, I feel
21 compelled to answer your first question at least with
22 regard to the accident reduction. I have done some
23 research on this. And there has been -- I've done a
24 tremendous amount of research actually. And there has

1 been a catalog of information worldwide that
2 demonstrates that these types of improvements, some
3 people may refer to them as road diets. Some people
4 refer to them as traffic calming measures, whatever
5 the case, however you want to refer to it as. But
6 projects that have been built see roughly a 65 percent
7 reduction in the number of accidents, 65 to 75 percent
8 reduction, which is significant. And, a lot of these
9 projects have been done in this country and worldwide.

10 I am aware that there is a large
11 reduction in accidents. I just didn't know how it
12 related to this particular location and the volumes
13 that we're contending with. You know, it's something
14 that we can do an assessment to determine what that
15 may be and provide the information to you. But, in
16 general, one can expect roughly a 65 percent reduction
17 in total number of accidents.

18 And to respond to your other question
19 about -- your other comment about Route 16, I probably
20 did take a little liberty there with calling it a
21 bottleneck. But, as you know, whatever happens at
22 Route 16 has a tremendous impact obviously on Mass.
23 Ave. And, right now, Route 16 is, in fact, a terribly
24 congested intersection. And as far as this project,

1 however, we're actually improving the time in that
2 location as well. So, there should be some additional
3 advantages in that regard.

4 SELECTMAN CLARISSA ROWE: Okay. Thank
5 you, Rick.

6 Please, go ahead. Say your name and be
7 very brief because I really want them to be able to go
8 in about two minutes. Six minutes.

9 PATRICIA CLEWS: Thank you very much
10 for your time and patience and everything. My name is
11 Patricia Clews, C-L-E-W-S, S as in Sam. My address is
12 11 Pondview Road. And I have been a lifelong East
13 Arlington resident. And the reason why I am here
14 tonight is because I am a lifelong East Arlington
15 resident.

16 I enjoyed growing up, going to the 5
17 and 10, all those things that I know what it is like
18 to live in East Arlington previously. I lived on
19 Henderson Street before moving to Pondview Road.

20 I would just briefly say, in coming
21 here tonight I know that someone did speak about Lake
22 Street. And I didn't realize when I was in line that
23 that was going to happen. So, my concern is how this
24 is going to affect Lake Street.

1 And, just an anecdote, in coming here
2 tonight, my mom and I were going to come, we left the
3 house at 6:30 and could not access Lake Street to come
4 by back Mass. Ave. So, we had to go up Route 2, come
5 down Concord Ave., so forth and so on, to be able to
6 come here tonight to listen to you all. So, I thank
7 you very much. My concern is the impact of us being
8 able to access in and out of our street to get to and
9 fro, especially to get to Mass. Ave.

10 So, thank you very much. And I love
11 living in Arlington. And I thank you for all that
12 you've done. Thank you for allowing me to speak.

13 RICHARD CAHILL: My name is Richard
14 Cahill. I live at -- C-A-H-I-L-L. I live at 114 Spy
15 Pond Parkway in Arlington.

16 I either walk, bike, or drive on Mass.
17 Avenue every single day. It's a race track. And
18 anybody who thinks differently -- and I asked Mrs.
19 Romano to stand with me on Mass. Avenue at Dunkin'
20 Donuts, but she couldn't make it she said.

21 In any event, I couldn't help laugh
22 this afternoon when I read a letter to the Town
23 Manager for a law firm implying negligence and Town
24 liability due to this proposal of the MassHighway.

1 That same law firm sits and enjoys an office on the
2 Charles River at 55 Cambridge Parkway that is one of
3 the most recently cordoned off and restricted traffic
4 calmed roadways in New England. What's good for that
5 law firm is good for all of the citizens and the
6 businesspeople of Arlington. We deserve no less. As
7 a matter of fact, we deserve better. And that's what
8 we're asking you for. We're asking the Department of
9 Transportation to stop the chaos, to shut down Mass.
10 Avenue, eliminate the Arlington Expressway, and open
11 it up to the good citizens, give it back to the
12 taxpayers and to the residents of Arlington.

13 A gentleman spoke here earlier tonight.
14 And he is familiar with Central Square, but not as
15 well as I am. I've lived and worked there all my
16 life. What he didn't tell you was that there's a 75
17 percent reduction in accidents including pedestrians
18 in Central Square. Traffic calming works in
19 Arlington. Go to Arlington Heights, it works there.

20 SELECTMAN CLARISSA ROWE: Sir.

21 RICHARD CAHILL: Cross from Wanamaker's
22 Hardware to D'Agostino's. It's a piece of cake. Now
23 go down to 200 Mass. Ave. Go to Olympic Pizza. Try
24 to cross the street. You must have your glasses to

1 get to the Arlington Vision Center. You would never,
2 never make it.

3 SELECTMAN CLARISSA ROWE: Sir, can you
4 -- I'm sorry.

5 RICHARD CAHILL: There's no enforcement
6 problem on Mass. Avenue. You could have 100 cops
7 there. It's an engineering problem, which you people
8 have addressed.

9 I ask you to stop the chaos. We all
10 want Arlington to be a place where you drive to not
11 through.

12 Thank you.

13 SELECTMAN CLARISSA ROWE: Thank you.

14 (Applause.)

15 SELECTMAN CLARISSA ROWE: All right.
16 Do try to keep it to one minute. It was going to be
17 six minutes, and it's now six minutes later. So, wrap
18 it up please so these nice people can go home.

19 DANIEL GOLDSMITH: Hello. My name is
20 Daniel Goldsmith. I live at 276 Mass. Ave., just
21 across the street from Bates Road.

22 STENOGRAPHER: Your last name?

23 DANIEL GOLDSMITH: Goldsmith. And I
24 commute down Lake Street every day to work. As I'm

1 doing that, I get to sit in the traffic that can be
2 very intense at times.

3 However, do I think this whole -- this
4 project is worth it? I think so. I would just -- I
5 think that although all the construction is going to -
6 - that this is going to cause is going to make traffic
7 worse for a while while construction is going on, I
8 view this as growing pains. I would challenge you, as
9 you're working on the project, to make sure that the
10 timing stays on schedule so that we don't have
11 something like the Big Dig where it kind of keeps on
12 going on longer than originally expected.

13 I don't think the plan is perfect. I
14 think there's a lot of compromises. However, I think
15 doing anything is an improvement -- adding lane lines,
16 making it more walkable.

17 I haven't lived in -- I've lived in
18 Arlington now for three years. But I will say that
19 it's been also very good to see all the people coming
20 out to talk about this. So, thank you.

21 SELECTMAN CLARISSA ROWE: Thank you.

22 DOUGLAS DAVIDOFF: Hello. My name is
23 Douglas Davidoff, D as in David, A, V as in Victor, I-
24 D as in David, O, double F as in French fry. I live

1 at 45 Fairmont Street at the east end of the project
2 area, and I happen to work at 366 Mass. Avenue at the
3 west end of the project.

4 I have a letter which I will drop in
5 the box explaining my reasons for favoring the
6 project. But I think the one word that I've heard
7 tonight that I like a lot is balance, and the second
8 word that I like a lot is the complexity of the
9 project and the care with which all of its
10 complexities have been addressed.

11 Thank you very much. And I would
12 encourage MassDOT to support the Town.

13 SELECTMAN CLARISSA ROWE: Thank you.
14 Good time management there. Okay.

15 ANDREW BENGTON: Andrew Bengton, B-E-
16 N-G George, T Tom, S Sam, O-N, 15 Allen Street in East
17 Arlington.

18 Allen Street ends at Mass. Ave. in a
19 really wide mouth right now, 80 feet. And what it
20 encourages is a lot of people are driving the wrong
21 way up that one-way street. There's a lot of young
22 families, a lot of young kids on Allen Street right
23 now, and a newborn, 10 days old -- not mine. But my
24 wife would kill me if I were here and she were home

1 with a 10-day old. Anyway, what's nice, and what I
2 like about and thank the designers for, is that that
3 mouth has been constricted to 40 feet. And I think
4 that it will discourage people from driving the wrong
5 way up Allen Street and off Mass. Ave.

6 So, I thank the designers for that.
7 And that detail, I believe, is representative of all
8 the details, or many of the details that I have looked
9 at on the plan, the raised median and so on. So,
10 thank you. Thanks.

11 MARCI SHAPIRO-IDE: Hi. My name is
12 Marci Shapiro-Ide, S-H-A-P-I-R-O, Ide, I-D-E. I live
13 at 152 Lake Street here in Arlington.

14 And, in December of 2000, I was
15 actually hit in a crosswalk crossing from Grafton
16 Street over Mass. Ave. And I'm so glad that this is
17 finally happening. I've been trying for 10 years in
18 my own small way to always try to get something done
19 about that one crosswalk. And now I'm so pleased to
20 see that something is being done about all of East
21 Arlington. And I hope that there have been a lot of
22 voices tonight that have been in support of this
23 project. And there's a lot of people trying to stop
24 it because they're scare of change. And we're all

1 scare of change. But to keep things the same is just
2 not working. And I am just very lucky I'm standing
3 here before you 10 years later, 11 years later, to say
4 that, you know, please do something.

5 And I just had one question, and I know
6 you can't answer it tonight. But I was pleased about
7 the -- I know there are some of those buttons that you
8 can push so that it only stop -- the light goes red
9 only when there are people crossing. And I was just
10 curious if that had been looked at in this project for
11 some of the places where there aren't actually walks.
12 So, if you could answer that. Thank you.

13 SELECTMAN CLARISSA ROWE: I believe our
14 last participant.

15 PAM DIBONA: Yes. My name is Pam
16 Dibona, D-I-B as in Boy, O-N-A. And I live at 77
17 Grafton Street. And I have ditched my own comments,
18 which I will offer in written form. And, instead, I
19 will give you my 10 year old daughter's comments
20 because she was here for the first hour and saw your
21 presentation but then it's bedtime. So she texted me
22 what I should say.

23 If you speak, remember your name and
24 address and where you live. Remember to say that

1 first I have an idea. But one thing you could say,
2 well, my kids are sometimes scared of getting hit, and
3 it would be better because they would be safe.
4 Remember not to say our names when you talk. Please
5 promise to say other things, too. And you only have
6 three minutes to talk.

7 Thank you all very much for staying so
8 late. I've been on your side of the table and I know
9 it's pretty painful, but we appreciate your time.

10 Thank you.

11 (Applause.)

12 SELECTMAN CLARISSA ROWE: Now, what I'd
13 like to do is -- Kim, do you want to say anything now?

14 MODERATOR SLOAN: Yeah, just a couple
15 of words.

16 SELECTMAN CLARISSA ROWE: Okay.

17 MODERATOR SLOAN: Just to reiterate
18 that there is a mail-in sheet included in the
19 brochure. So, if anyone has any further questions or
20 comments they can use that sheet. They can leave it
21 here this evening or they can mail it to MassDOT --
22 the address is in the brochure -- within 10 days and
23 it will become part of the official record.

24 I want to thank everyone for attending.

1 And I want to thank the Town of Arlington for
2 providing us with this room.

3 SELECTMAN CLARISSA ROWE: I just wanted
4 to say I want to thank MassDOT for being so patient
5 with us. We're talkers.

6 (Applause.)

7 SELECTMAN CLARISSA ROWE: The other
8 thing is Rick Azzalina of FST and I will stay if
9 people have questions. But I really want the MassDOT
10 people to be able to leave. And, Rick Azzalina is
11 willing to stay as long as you'd like to ask him any
12 detailed questions and technical questions.

13 And, thank you so much for coming
14 tonight.

15 (Whereupon, the proceedings were
16 concluded at 10:42 p.m.)

17 //

18 //

19 //

20 //

21 //

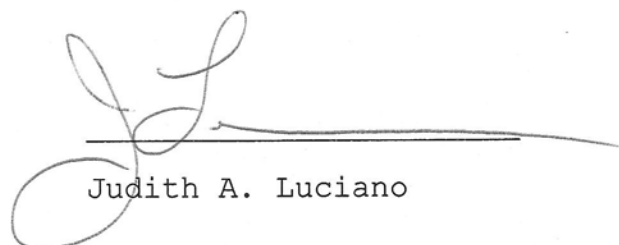
22 //

23 //

24 //

C E R T I F I C A T E

I, Judith A. Luciano, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.



Judith A. Luciano

**** ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO
THE BEST OF MY ABILITY**



DESIGN PUBLIC HEARING

APRIL 12, 2011

AT

TOWN HALL AUDITORIUM

730 MASS. AVE.

ARLINGTON, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

**RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE**

**Project No. 604687
Project Management**

IN THE TOWN OF ARLINGTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**FRANCIS A. DEPAOLA, P.E.
ACTING HIGHWAY ADMINISTRATOR**

**THOMAS F. BRODERICK, P.E.
ACTING CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION**

NOTICE OF A PUBLIC HEARING
Project File No. 604687

A Design Public Hearing will be held by MassDOT to discuss the proposed Reconstruction of Massachusetts Avenue, from Pond Lane to the Cambridge City Line in Arlington, MA.

WHERE: Town Hall Auditorium
730 Mass. Ave.
Arlington, MA 02476

WHEN: **Tuesday, April 12, 2011 @ 7:00 PM**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Reconstruction of Massachusetts Avenue Project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of milling and overlaying existing pavements; removal and resetting existing granite curb; installation of new granite curb; reconstruction of existing cement concrete sidewalks; construction of new wheelchair ramps; replacement of existing traffic signals; installation of new traffic signals; installation of new signs and pavement markings; installation of landscaping and streetscape amenities. The project involves improvements to vehicular flow, ADA accessibility upgrades, pedestrian safety and bicycle accommodation improvements along Massachusetts Avenue. The proposed Mass. Ave. cross section will typically consist of two 11 foot lanes eastbound and one 14-15 foot wide lane westbound; one 5 foot bike lane in each direction (one eastbound and one westbound); and 8-10 foot wide parking lanes/bus stops on each side from Pond Lane to Alewife Brook Parkway. Additional travel lanes and turn lanes will be provided at major intersections where appropriate.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Town of Arlington is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Acting Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, ATTN: Project Management Section, Project File No. 604687. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

The community has declared that this facility is accessible to all in compliance with the ADA / Title II. However, persons in need of ADA / Title II accommodations should contact Angela Rudikoff by phone at (617) 973-7005 or email to angela.rudikoff@state.ma.us. Requests must be made at least 10 days prior to the date of the public hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANCIS A. DEPAOLA, P.E.
ACTING HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.
ACTING CHIEF ENGINEER

Boston, Massachusetts



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, Secretary & CEO
Luisa Paiewonsky, Administrator



Dear Concerned Citizen:

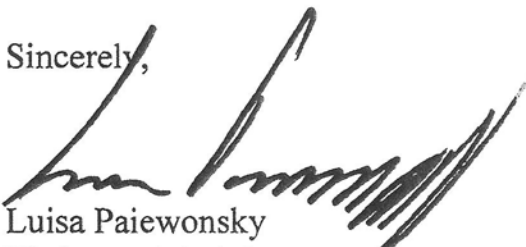
The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,



Luisa Paiewonsky
Highway Administrator

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT OF WAY ISSUES

A secure right of way is necessary for this project. Temporary construction easements may be required. Your municipality is responsible for acquiring all necessary rights in private or public lands. If your property is affected, your rights are fully protected under law.

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



Legend

Limits of Proposed Work



Scale: 0 400 800 Feet

Figure A: Project Locus Map

Massachusetts Avenue Corridor Project
Phase I - Pond Lane to Cambridge City Line
Arlington, Massachusetts
Project file No. 604687

Map Source: Office of Geographic and Environmental Information
(MassGIS), Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs

RECONSTRUCTION OF MASSACHUSETTS AVENUE, FROM POND LANE TO CAMBRIDGE CITY LINE

ARLINGTON, MASSACHUSETTS

PROJECT FILE NO. 604687

PROJECT LOCATION

The Massachusetts Department of Transportation (MassDOT) Highway Division and the Town of Arlington are proposing roadway and intersection improvements to Massachusetts Avenue in Arlington, Massachusetts. The project extends along Mass. Ave. from Pond Lane to the Cambridge City Line for a length of approximately 5,700 feet. See attached locus map (Figure A).

PROJECT PURPOSE

The purpose of this project is to improve the vehicular, bicycle and pedestrian movement, enhance streetscape, and also improve safety along the corridor by creating a consistent cross section, improving the roadway crossings and adjusting the lane configuration to create more orderly traffic flow.

Currently, the Massachusetts Avenue area is confusing due to the current lane markings being completely worn, therefore lacking defined travel lanes. The roadway has no designated turn lanes, except at the Massachusetts Avenue/Alewife Brook Parkway (Route 16) intersection.

SCOPE OF WORK

The proposed project includes milling and overlaying existing pavements; removal and resetting existing granite curb; installation of new granite curb; reconstruction of existing cement concrete sidewalks; construction of new wheelchair ramps; replacement of existing traffic signals; installation of new traffic signals; installation of new signs and pavement markings; installation of landscaping and streetscape amenities. The project involves improvements to vehicular flow, ADA accessibility upgrades, and bicycle accommodation improvements along Massachusetts Avenue. The proposed Mass. Ave. cross section will typically consist of two 11 foot lanes eastbound and one 14-15 foot wide lane westbound; raised and flush medians and/or turn lanes at select locations; one 5 foot bike lane in each direction (one eastbound and one westbound); 8-10 foot wide parking lanes/bus stops on both sides of the road; and 6-10 foot wide cement concrete sidewalks on each side from Pond Lane to Alewife Brook Parkway. Additional travel lanes and turn lanes will be provided at major intersections where appropriate.

In general, the proposed improvements focus on improving all modes of transportation through the corridor and maintaining the connection between Cambridge and Lexington. The existing traffic and intersections have been assessed to provide a design that utilizes

Name _____ Title _____
 Organization _____
 Address _____

Please Fold and Tape

Please Place
Appropriate
Postage Here

Thomas F. Broderick, P.E.
Acting Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Reconstruction of Massachusetts Avenue,
From Pond Lane to Cambridge City Line
Arlington, MA
Project File No. 604687
Project Management



PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011 TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
<i>Janet Pace</i>	Chair, Board of Selectmen	781-433-156
<i>Pam McGuire</i>	MassDOT ROW	617-821-3265
<i>Kim Sloan</i>	MASSDOT Proj MGT.	617-973-7495
<i>Gregory Tarbox</i>	Arlington Typing	
<i>Sean Harrington</i>	Arlington Resident	781-859-7263
<i>Carolyn Burke</i>	Arlington Resident	781-641-0083
<i>Myles Hirsch</i>	Arlington Resident	781-641-0083
<i>Ericka Anderson</i>	Spy Pond Condominium	781-646-5601
<i>Munael Rothmeyer</i>	ARLINGTON RESIDENT	617-382-2653
<i>Mark White</i>		617-81-646-8828
<i>Rachael Stark</i>	Walking in Arlington - Arl. resident	781-648-4477
<i>David D'Antonio</i>		978-387-6267
<i>Rachel Roth</i>	resident	
<i>Peter Ferguson</i>	resident	
<i>Judith Hyland</i>	Resident	
<i>Melinda Drew</i>	Resident	781-641-4229
<i>Harry Wolfson</i>	Arlington resident	617-797-2749
ELISABETH CARR-JONES	ARLINGTON TAC	781-648-9026
<i>William A. Lawrence</i>	Resident	
<i>FRANK SZYNSKI</i>	MASSDOT DISTRICT 4	781-691-8474
<i>Cosmo DeRicca</i>	Resident	
<i>JOHN STEPHAN COVINO</i>	RESIDENT W/MASSDOT TAC	
<i>Levi Yant</i>	Resident - Bicyclist	617-852-7982



PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011

TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
Janet Kane	Chair, Board of Selectmen	781-433-156
Pam Macaulis	MassDOT ROW	617-821-3265
Kim Sloan	MASSDOT Proj MGT.	617-973-7495
Gregory Tarbox	Arlington Typing	
Sean Harrington	Arlington Resident	781-859-7263
Carolyn Burke	Arlington Resident	781-641-0883
Myles Hirsch	Arlington Resident	781-641-0883
Eric Hall Anderson	Spy Pond Condominium	781-646-5601
Michael Rothmeyer	ARLINGTON RESIDENT	617-382-2653
Mark White		781-646-8828
Rachael Stark	Walking In Arlington - Arl. resident	781-648-4477
David D'Antonio		978-387-6267
Rachel Roth	resident	
Peter Ferguson	resident	
Judith Hyland	Resident	
Melinda Drew	Resident	781-641-4229
Harry Wolfson	Arlington resident	617-797-2749
ELISABETH CARR-JONES	ARLINGTON TAC	781-648-9026
William A. Lane	Resident	
ARANKUSZYNSKI	MASSDOT DISTRICT 4	781-691-8474
Cosmo DeRosa	Resident	
JOHN STEPHAN COON	RESIDENT WYMAN TAC	
Levi Yant	Resident - Bicyclist	617-852-7982



PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011 TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
Marc Reichman	Resident	617-515-7040
Elisabeth Logan	resident	
Allison Betts	Resident	
IZER YANUSHPOLSKY	RESIDENT	
Sara Egan	Resident	
Jennifer Hite	Resident	518-441-8013
Annela Bantz	resident	
Marie Conlon	resident	
Stephen Conlon	Resident	
Mike MANTUA	resident	781 777 1236
JOE SASSO		
RHEA Robichaux	Resident	612-909 3488
JOAN CONNORS	Resident	
Peggy Finner	resident	781. 646-5486
PATRICK Herron	Mystic River Watershed Asso	781 316 3438
Keith Kearsley	Resident	617-699-2606
Mary Ellen Kiddle	resident + Biker	781-646-5514
Nicholas WOEBCKE	resident & bicyclist	617-996-9045
Lyman D. Judd, Jr	TMM.9 Lifelong Resident	781 643-4644
Newell Lissell	Resident	781-648-6577
Matt Miller	Resident	781 316 1780
Nazik Miller	Resident	=
RON SENDER	Resident	781-643-8239

PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011 TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
Mark Reichman	Resident	617-515-7090
Elisabeth Logan	resident	
Allison Betts	RESIDENT	
IZER YANUSHPOLSKY	RESIDENT	
Sara Egan	Resident	
Jennifer Hite	Resident	518-441-8013
Anne Lapowitz	resident	
Marie Conlon	resident	
Stephen Conlon	Resident	
MIKE MARIVER	resident	781 777 1236
JOE SASSO		
RHEA Robichaux	Resident	617-909 3488
JOAN CONNORS	Resident	
Peggy Finner	resident	781.646.5486
PATRICK Herron	Mystic River Watershed Asso	781 316 3438
Keith Kearney	Resident	617-699-2606
Mary Ellen Kiddle	resident + Biker	781-646-5514
Nicholas WOEBCKE	resident + bicyclist	617-996-9045
Lyman D. Judd, Jr	TMM.9 Lifelong Resident	781 643-4644
Newell Lessell	Resident	781-648-6577
Matt Miller	Resident	781 316 1780
Nazik Miller	Resident	=
RON SEWER	Resident	781-643-8239

the roadway to capacity. Designated turn lanes, signal timing modification, and new traffic signals are proposed at various intersections to improve traffic flow and safety. A new traffic signal is proposed at the intersection of Bates Road/Marion Road and Mass. Ave. Existing signals are proposed to be replaced at the following intersections with Mass. Ave.:

- Foster Street/Linwood Street
- Lake Street/Winter Street
- Teel Street/Thorndike Street

Construction of the proposed improvements will not require permanent acquisitions of property, however temporary construction easements and permanent easements will be necessary to reconstruct the existing cement concrete sidewalks.

RIGHT OF WAY

The proposed roadway and sidewalk improvements will impact the majority of properties along the project corridor and will require permanent and/or temporary easements for affected parcels. The Town of Arlington will be responsible for acquiring all necessary rights on affected parcels.

ENVIRONMENTAL IMPACTS

The proposed project will require the filing of a Notice of Intent (NOI) Application with the Arlington Conservation Commission under the Massachusetts Wetlands Protection Act (WPA) for the proposed work occurring within the 100' buffer to bank and 200' riverfront area associated with Alewife Brook. Work within the buffer and riverfront area along Massachusetts Avenue includes cold planing and resurfacing of existing pavements, full-depth construction in the sidewalk area, and improvements to the existing drainage system. As a redevelopment project, the NOI will document the project's compliance with the Stormwater Management Standards to the maximum extent practicable and discuss the proposed stormwater improvements from existing conditions.

The proposed project involves sidewalk reconstruction totaling more than one acre of earth disturbance and, therefore, a Stormwater Construction General Permit in accordance with Phase II of the Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) program will be required.

PROJECT SCHEDULE

The design plans displayed at this meeting are at the 25% stage of completion. Comments made at this design hearing will be incorporated to the maximum extent feasible in the final design.

PROJECT COST

The project construction cost is estimated to be approximately \$5.8 million and will be funded through the Fiscal Year 2012 Transportation Improvement Program for the Boston Metropolitan Planning Organization.



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
Andrew Kuklinski	110 Newport St. Arlington
Marci Shapiro Ide	152 Lake St. Arl.
Martin C. von Tersck	128 Highland Ave. Arlington
Jeannette Iles	56 Teel St. Arlington.
Damaris Santiago	
Charles Doucette	18 Fairmont St. Arlington
TED JACKARD	10 OAKLAND AVE.
Delona Wilkin	138 Everett St. Arlington
Cathy & Kathleen Ryznar	5 Dorothy Rd Arlington
Stephen John	230 Bway Arl.
Nick Stamoulos	104 Mass Ave Arl. 02124
Deborah Duguay	25 Dartmouth St. Arlington
Brandon Bushay	31 Varnum St Arlington
Mary Ruddy	22 Bartlett Ave Arlington
Shanna Cleveland	78 Decatur St. Arlington
Nick Hatzikestantis	618 Mystic St. Arlington



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
Leanne Leary	425 Summer St
Tracy Mauty	374 Mass Ave #1
Julia Thompson	140 Jerome St. Medford
Kathleen Hayes	2 Glenbrook #19
Elaine Connors	2 Glenbrook #17
Lina Haddad	2 Glenbrook #17
Amanda Gueman	16 Thornlike St Arlington
Jimmie Leef	16 Thornlike St Arlington
MARLENE ASHBROOK	77 Cleveland St ARLINGTON
RICHARD TIBBETTS	20 Eliot Rd Arlington
Richard Blanchet	55 Eliot Rd Arlington
BRIAN LaValle	15 VARNUM St #2 ORANGE
Katherine M Watson	17 Pine Ave Arl.
Jane LaRue	239 Washington St. Dor.
Carolyn A White	260 Mass Ave #8. Arlington
Josanne Bartzotege	276 Mass. Ave., #574 - Arl.
Tom Lewis	30 Hamilton Road Arl



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
Julie F. POPE	137 Dudley St. N ^o Camb.
Aileen Gildea-Pyne	116 Jason #2
Richard Fraiman	Capitol Theatre
Laurie Lantz	127 Thorne St., Arl
Adam J.B. Lane	77 Grafton Street!
Doreen Bradley	54 Trowbridge St Arl.
R. Elwell	21 Montague
Marsha Pelletier	51 Decatur St.
Sean Madden	71 Cutter Hill
Christopher Tomlin	27 ARLYLE RD.
Susan Stamps	39 Grafton St
JOHN DUNN	36 AERIAL ST.
Gina Wong	50 Cleveland ST
Jon Croker	82 Marathon St #2
Jenna Le Mieux	82 MARATHON ST #2
Amy Wyetz	47 Magnolia St, Arlington
Robin Coste	62 Mott St Arl.



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

Name (Please Print)

Address

Gus Allen	99 Spy Pond Pkwy
Anthony Aiello	19 Philamon St. Arlington
DANIA GOSS	96 EGERTON RD.
Chloe Carlisle	116 Mass Ave, Ark
Deborah J Poore	40 Brooks Ave
Stephen Quinn	75 Hemingway St. Winchester
Mary Ellen Gearin	557 Summer St. Arlington
Joanne Gearin	557 Summer St Arlington
Wm Galanosa	15 Texas Rd
Richard Way	50 CLEVELAND ST ARLINGTON
Mark N. Zoccol	29 Thelma St. Arlington
TERI DASH	6 Woodside Ln, arlington
STEPHAN MILLER	6 woodside ln, arlington
Joan Jantz	64 Gray St Arlington
Andrew Jantz	64 Gray St Arlington
HUGH MCCRAY	36 Argyle Rd, Arlington



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
WILLIAM ELYNN	5 PALMIST ST.
EDWARD STARR	7 TWIN CIRCLE DR., ARL
Elaine O'Connor	51 Varnum St. ARL.
Barbara Flaherty	43 Magnolia St ARL
MAUREEN INNIS	41 Miller St ARL
AGATHI STRATIS	264 MASS. AV #203 ARL.
back Riment	66 Yoxa Rd. ARL.
Joseph Kesselman	77 Henderson, East Arlington
Jennifer Griffin	4 Edith St East Arlington
Adele Lincoln	106 Grafton St. Arlington
CHRISTINE BURT	106 GRAFTON ST.
Joan Roman	30 Ashland St.
Mark Roman	30 Ashland St.
Susan Young	38 Chandler ST.
Barry Hart	27 Milton st.
Nancy Howe	22 Harlow St
Annella	29 Springfield Ave

[illegible]



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
Vincent Fraumeri	Pleasant St., Arc
Joan Horgan	230 Mass. Ave. Arlington
Robert Swope Fleming	131 Thorndike St. Arlington
Carol Wright	32 Glen Ave., Arlington
Micah Tremblay	112 Gloucester St. Arlington
Dan Kemer	37 Park Ave Ext. Ablyn
Andrea Marquant	264 Mass Ave #103 Arlington MA
Adel Karhou	334 MASS AV, Arlington MA
NAWAF KABA	9 THORNDIKE ST, ARLINGTON
Sandra Miller	62 Herbert Rd Arlington
Kyle Ingols	148 Herbert Rd, Arlington
Kristen Barnicle	94 Melrose St Arlington
PETER REISS	68 MILTON ST "
Susan Keane	101 Milton St.
JIM PIERONI - NOT IN FAVOR	84 HERBERT RD
Scott Mullen	68 HENDERSON ST
Karena Pankulis	68 Henderson St.



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
Scott Smith	39 Amherst St
Linda Byrne	118 VARNUM St.
Ashley Fears	1560 Commonwealth Ave
Melyssa Byrd	30 Franklin St.
Mary McNally	7 Stoney Brook Rd.
Rose Marie CARVALHO	120 VARNUM ST. ARL.
JAMES HARRINGTON	9 RALEIGH ST. ARL.
Eugenia Grigoris	11 Bates Rd. ARL.
Norcen Connolly	15 Freeman st.
Richard Bradley	128 Pleasant St.
BILL KAPLAN	57 SPY POND LANE
THOMAS CRAVATT	10 Raleigh St
Jack Conlin	18 River Street.
David Watson	170 Franklin St, ARLINGTON
PHIL GOFF	94 GRAFTON ST. ARLINGTON
ED TREMBLY	76 WRIGHT ST ARLINGTON
William M. Sullivan	31 Mott St Auburndale
SALMI Ane	334 MASS AVE GLOBAL



PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011

TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE	ADDRESS
Brianna Boroway	Resident		11 Russell Ter #1
MARTIN KLINGENSMITH	Resident		11 Russell Ter #1
Dore Overbeck	resident		11 Elliot A d.
Patrick Sullivan	Resident		32 Troubridge St
Carol Sullivan	Resident		32 Troubridge St
Sahnenkenck	Resident		
Jack Johnson	Resident / ABAC		96 Bow St.
Karen Steiner	Resident		39 Amherst St.
Timothy Flood	Resident		114 Sunnyside Ave
Barbara Flaherty	Resident		
Melvena Green	Resident		30 Hamilton Rd.
ANNE CALCATERRA	Resident		23 Silk St
Alice Lim	Resident		141 Lomb St.
Stephen Kayser	Cambridge Neighbor		191 Hamilton 02139
Benjamin	Resident		4 Winslow St.
Patricia Carroll	264 264 Swan Pl.		
Laurie Goodrich	34 Chandler St		
Steven Curt	99 5th St resident		99 5th St
Victoria Arigoni	Resident		88 Webster
Angie Whitman	Resident		98 Webster
BRET LAMBERT	RESIDENT		176 BRATTLE ST
Philipp Huchler	Resident		26 Cypress Rd.

PROJECT MANAGEMENT SECTION
Public Hearing Sign In Sheet

DATE: April 12, 2011 TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE Address
Denys Stuffle		
Pam Stuffle		
Heams Coops	Concerned Citizens Against	
Ed Coops	Concerned Citizens Against	
Jean Clark	In favor of Project	29 Ridge St. Arl.
Arny Macleod	NOT in favor	19 A Wyman Terrace
Bruce Kulich	Medford Resident	168 Grove Street
JAY BRADLEY	CITIZEN	12 PARKER ST,
SUBIR SACHDEV	IN FAVOR	54 IRVING ST.
JANICE MARSHALL	concerned citizen Town Resident	182 MYSTIC ST ARL.
PAM ENION	NOT IN FAVOR NO	LEWIS AVE
Todd Bearson	IN FAVOR	79 Harbor St. #2
Jeff MAXWELL	Resident	176 W. Main St
Nick Memaru	Not in favor	84 Melrose
Zarina Memaru	FAVOR! PLEASE	15 Sunset
Lisa Gilman	Not in FAVOR	82 Hamilton Rd 308
Francis F. Charron Jr.	NOT IN FAVOR; RESIDENT	282 Broadway #3
Kate Madden	resident	54 Wyman Ter.
Ben Klass	resident	29 Rawson Rd
Julia Goodman	resident IN FAVOR	30 Freeman St.
Ellen Robertson	resident	115 Columbia Rd
Barry Fishman	Owner resident NO!	26 Fairmont St



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
STEVEN BONADIO	58 FAIRMONT ST #1
JOHN DAVIES	61 ROSTER ST.
ADAM KUROWSKI	15 Thorndike St Somerville
Frederick Kalil	125 Pleasant St. Arlington
Brian Hare	34 Hamilton Rd #82 Arlington
Michael Small	191 Mystic St.
John Cahill	72 Palmer St.
George Borin	19 Freeman ST
Linda Borin	19 Freeman St
William Bradley	54 Trowbridge St
Paul Brennan	80 Foster St
Andrew Freeman	65 Amsden St
Cathleen Hoelscher	65 Amsden St.
Lee Urton	51 Decatur St.
BOB AMES	20 GLEN AVE.
Louis DiCicco	44 MELROSE ST.
Mark Swanson	40 Bow St



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
KATHLEEN MELON	7 Webster St ARL
STEPHEN Meloon	11
SHAWN MCKENNA	140 WEBSTER ST ARL.
ROBIN DRATCH	70 TEEL STREET
Nicholas Michalakis	Elmhurst Rd.
Scott Wu	Mass Ave.
Ann Urasovich	LAKE ST.
Tom Urasovich	Lake St.
Ruth P. Carr	Park Street
William Hallahan	Marathon St.
Brian Hunt	27 Milton ST.
BARBARA DAVIES	61 FOSTER
Eugene Haff	21 Melton St. ARL
Ruth Dunn	26 Freeman St.
Conor McKenzie	Elmhurst Rd.
EMA Rodrigues	80 Webster St.
Susan Buchan	99 Everett St.



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
DONNA JANIS	76 MASS. AVE., ARLINGTON
JEFF BERG	85 Thorndike, Arlington
Amanda Berg	" "
Bob Rappert	50 Foster St, Arl
Adam Lorenz	61 Palmer St, Arl
CLAIRE FOLGER	85 OXFORD ST, ARLINGTON
Theresa Thompson	148 Wellerly Rd. Arl.
Helenore Harrington	22 Wellerly Rd. Arl.
ALEX BELSKY	47 AMSDEN ST., ARL, MA
MARIA Romano	25 Bates Rd Arl
Carl E/k/n	31 Benjamin Rd, Arl
VALE KANTARJIAN	180 MASS AVE, ARLINGTON
EDUARDO WHITE	32 PONDVIEW RD., ARLINGTON
Emmanuel Meimaris	89 Milton St. " "
Madeline Frederico	41 SCITUATE ST, ARLINGTON
Sophia Sayigh	24 Aron St, Arl.
Marylou Brown	128 Pleasant St Arlington



DESIGN PUBLIC HEARING
TUESDAY, APRIL 12, 2011

RECONSTRUCTION OF MASSACHUSETTS AVENUE
POND LANE TO THE CITY OF CAMBRIDGE LINE
ARLINGTON, MASSACHUSETTS
PROJECT FILE NO. 604687

<u>Name (Please Print)</u>	<u>Address</u>
Trisha Williams	12 Russell Ter #35
Maida Pharmacy	121 MASS AVE
Angela Hunberg	
Sheila Berry	93 Warren St.
Taylor Atchell	5 TROWBRIDGE
Cynthia Tollen	50 Fairmont St
Karen Dunn	36 Aerial St.
CHRISTIAN KESW	54 NEWPORT ST.
Ulrike Dettling	366 Mass Ave
Dani's Dettling Kalthofer	366 Mass Ave
CAROL FRIDIA	22 HAMILTON RD.
MARK HALLIDAY	54 BRANTWOOD RD
Julia Goodman	80 Freeman St.
Alia Atlas	49 Magnolia St.
Shunsuke Yamaguchi	221 MASS AVE
Kenneth Larsen	4 Frost St. Apt.



PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011

TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
Steve Kinnison	2A	781 316-2334
Jeff Brannan	2A & Resident	781 316 2334
A. Pizzotti	Resident	781 643 6466
C. Falanga	4	781 643 9141
Niz Ferraro	Resident	781-646-5309
Michael Marion	East Arl. Resident	781-363-6488
JUDY QUIMBY	RESIDENT	781-646-0400
Joe Koble	Resident	781 696-0055
Isabelle D. Dineen	Resident	781 643-6965
Anthony L. McDonald	Resident	781 643-6965
TIMOTHY MAHONEY	Resident	781 646-4054
Jeff Fewer	Resident	786 641-4229
ANNE RAMELOR	RESIDENT	781 646 0626
Ann Ferentz	resident	
Chris Pollan	Resident	
DAVID VON SCHACK	Resident	781-316-8334
Shawn D. Lissa	Resident	
Heidi M. Hayward	resident	
Bill Hayward	resident	
Peg Murray	Deacon ST.	781.6430095
Matthew McGuire	Resident	774-239-4282
HELEN KIRMES	Resident	781 648-8577
Peter Battell	Resident Franklin St	781 641 0709



PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011

TIME: 7:00 PM

SUBJECT: Arlington – Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
John Haynes	Resident	
William Guss	Arlington Resident	781-641-4081
Peter Smith	THH	781-648-1861
ANDREW BENGTSON	RESIDENT	617-993-5856
Robin Johnson	Resident	781-316-8173
Jules Malik	RESIDENT	617-977-1127
Chad Gibson	Resident	985-237-8000
Drew Hite	Resident	518-727-7828
Carlyn Mason	Resident	781-643-6246
Eric Bourassa	Resident	401-339-6901
RICH O'NEIL	RESIDENT	781-643-9525
S. Smith	resident	781 777 2375
Barbara Albenesius	Arlington Resident	781-648-3752
Dana Lynch	Represent Resident	603-749-0443
Joel Hinson	RESIDENT	781 245 8611
David Hoglund	resident	781-646-5988
Steve Hoglund	resident	781 646 5988
James R. Danker	Resident	781 777 1621
Matthew Dorson	Resident / Business owner	781 641-3792
Patricia A. Clews	Resident (lifelong)	781-643-1768
Ann P. Clews	Resident	781-643-7002
Steve Joseph	"	
Doug Mayo-Wells	Arlington Resident	617 682 5254

PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011

TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
Nancy Bloom	resident	781.777.1236
Colleen Curran	resident (Warren)	781.646.7367
Grace Pellegrini	" (Thornace St)	781.648.8187
Kathleen Varner	Resident / Freeman St	781.648.1928
Maura Stephens	Resident (Rte 1A)	781.646.5585
Maria Johannes	Resident - Randolph	781-354-5097
Paula Brown	resident	781.648.4870
John McKenna	resident	857-998-9945
Milan de Vries	resident	617-880-4730
Hannah Blitzblau	resident	617-596-6069
BARBARA W. HILKEY	resident	781-648-3056
MATT ROY	resident	617.921.4783
Don Mitchell	" Arlington	617 460 0473
Elizabeth A. Drolet	resident, 27 Melrose St.	617-877-7376
Marion Stomer	resident	781-316-8383
Robert Conway	Resident	781.643.2363
Maria Montezari	Business Owner	781.646-7005
Eric Segal	Resident & Business Owner	781-646.9009
Bill Connolly	Consumer / Resident	617-642-0960
NORMAN CULVINER	RESIDENT	
Laura Lehenzperger	Resident	—
Philip Rowland	Resident	unlisted
Wynelle Wynn	"	

Public Hearing Sign In Sheet

PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011 TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
ELsie C. Fiore	TMM	781-648-0077
RAYMOND CARMICHAEL	Resident	781-646-4946
Rich Cappel	TAXPAYER/RESIDENT	617-413-3333
Anthony Crollie	TAXPAYER/RESIDENT	781-643-4075
ROBERT ADAMUWIA	RESIDENT/TAXPAYER	781-646-4192
Antonio (Tony)	Resident since 1956	781-643-8765
Seich Brown	Resident TAXPAYER	781-643-8765 781-643-9861
Vincent (Vynny)	Resident TAXPAYER	781-643-8765
Sarah Cohn	Resident "	781-648-3302
Colleen Conearney Scheibner	Resident	781-652-9602
John Ross	Resident	
Cheryl Perry	Resident - Born at Symmes	781-648-4248
Ann Smith	TMM	781-648-1861
KATE HILL	RESIDENT	781-646-5558
Dave Boggs	Resident	781-646-9152
RODAR POSTER	TMM	781-648-6756
ALDIE BOGGS	Resident	781-646-9152
Chris Scarpivera	Resident & Consultant WDG	781-756-0001 x18
Alex Kengel	RESIDENT	781-641-4052
THOMAS M. LEONARD	DENTIST since 1955 in	781-646-8609
Robert Said	Resident	508-669-2061
Mary McClure	Resident	781-643-0618
Joan Vieira	Resident	781-648-6311

PROJECT MANAGEMENT SECTION

Public Hearing Sign In Sheet

DATE: April 12, 2011 TIME: 7:00 PM

SUBJECT: Arlington - Reconstruction of Massachusetts Avenue

Project File No. 604687

NAME (please print)	AFFILIATION	TELEPHONE
Eileen Mahoney	Resident - Bates Rd	781-646-4054
Melinda Eakin	resident - Broadway	617-372-7418
PETER ROGNARSON	82 MITCHELL AVE	781-643-1030
Mark Potter	366 MASS AVE	781-648-8500
MIKE OLEJAK	374 MASS AVE	617-750-6334
Dan Clark	Resident	585-355-6659
ALEX HOFFINGER	66 WALDO RD	781-643-4646
MORIN MONTAZER	63 MASS AVE.	781-646-7008
M. Javad Fakhrazadeh	61 MASS. AVE.	781-862-8025
Saeed Khera (Saeed)	91 Calverton Rd.	781-859-5888
Rob Collier	Everett St	617-233-0371
Diane Dalpo	9 WINDSOR ST. ARL	781-801-5617
DAPHNE NICHOLS	9 WINDSOR ST.	781-641-0314
K. Hines	- Bates Rd	781-648-4057
Chansse Dellenie	Resident	—
Dean Regret	Resident	617-2704464
Kirsten Bombles	Resident	617-460-2593
Ruth Horwitz	Resident - Tremont ST	617-694-8438
James Gokhale	resident - E. Arlington	781-674-1000
Melissa Laibe	Resident	781-648-8781
Sue Chin	Resident	—
John Avery	Resident	781-646-4329

MASSDOT COMMENT LETTERS

TALLY

Set of signed letters from:

RESIDENTS ~~268~~

280

BUSINESSES 32

(unable to attend Hearing)

Written in opposition to Town's plan to eliminate traffic lane from Mass. Avenue.

I hope that the care of these letters is better than the little respect shown to documents submitted over the past 4 years by EACCC.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

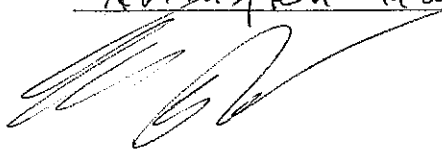
The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name George Dobos Title Owner
Organization European Hair Design
Address 4 Medford St.
Arlington MA 02474



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name
Organization
Address

Adel Karhoun Title owner
428 AVE, LLC
334 MASS AV
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Tracy Barren Title RN
Organization ABC pediatrics
Address 29 Mass Ave Arlington MA

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Jennifer Stranberg Title Med. Asst.
Organization Arc Pediatric
Address 29 Mass Ave
Arlington

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

MARTHA Mc CARRY MD
ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Mary E. Colpoys MD Title Physician / Pediatrician
Organization Alewife Brook Community Pediatrics
Address 29 Mass. Ave
Arlington, Mass. 02474

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

DAVID PANGBURN, MD

Title

PHYSICIAN

Organization

ABC Pediatrics

Address

29 Mass Ave

Arlington MA 02474

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name GLOBAL REALTY Title OWNER
Organization 82 MASS AVE
Address ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am opposed to removing a travel lane for vehicles on Mass Ave in East Arlington. Doing so would bring traffic to a snails pace and create grid lock. The side streets will be inundated with commuter traffic. As a business owner that services the East Arlington area my trucks will be stuck in traffic constantly. This roadway needs the space to pass busses and delivery trucks. The design with bike lanes does not allow this. I am in favor of pedestrian safety and sharing the road with bikers

Name

Organization

Address

William J Downing

Title

President

Downing Landscape Services, Inc.

24 Fabian St.

Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name
Organization
Address

PETER ROGARIS
GLOBEL REALTY

Title OWNER

82 MASS AVE
ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

Rose Mary Delaguerre Title OWNER
CLAY Dreams 781-641-3000
576 153 Mass Ave Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Mami Ishikawa

Title

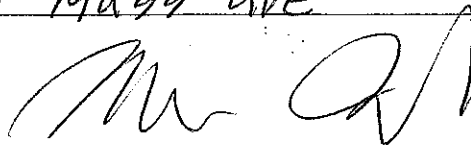
owner

Organization

Mami hair salon

Address

179 Mass Ave



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Rafael DePrimer Title Owner
Organization DePrimer Paving
Address 23 DANIELS Street
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name HERB'S LOCKSMITH Title OWNER
Organization _____
Address ARLINGTON MASS. Walter Dube Jr.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

Frank B. P. Vass Ltd

Title

OWNER

CLASS SERVICE

109 MASS AVE

Arlington Mass 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Mike's Cleaner Title owner
Organization Mike's Cleaner
Address 344 A Mass Ave
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

D. DICKERSON

Title

OWNER

Organization

ARLINGTON PACKAGE EXPRESS

Address

350 MASSACHUSETTS AVENUE
ARLINGTON, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

Title

Alfred J. Doyle Title *ATTORNEY*
284 Mass Ave
Dorchester MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Stella's Hair Salon

Title

owner

Organization

110 MASS Ave

Address

Arlington

Stella Shatan

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

ECIAS gchi

Title

OWNER

Organization

Address

295 MASS AVE

BP Gas Station

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name
Organization
Address

Adria Ames Title Owner
Broderick, Peter
117 Broadway
Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name JOHN J DONN SR Title OWNER
Organization _____
Address 180 MASS AVE UNIT 101B
ARLINGTON VESFON CT.



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name VAHE KANTARJIAN Title OWNER
Organization INFINITY CREATIONS
Address 180 MASS. AVE
ARLINGTON, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

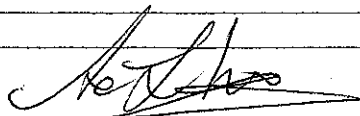
The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Tiki IN Title Manager
Organization 165 Mass Ave
Address _____



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

TOMY MASCI

Title OWNER

Organization

ANTHONY'S EAST SIDE DELI

Address

159 MASS AVE

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Title OWNER

Organization

Nay's Nails Salon

Address

163 Mass Ave Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Charles Scaccia Title Owner
Organization Vital Signs Inc.
Address 106 Nass Ave.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name RODNEY W. ZUKOWSKI Title OWNER
Organization ARLINGTON BAIT & TACKLE
Address 84 MASSACHUSETTS AVE
ARLINGTON, MA 02474

Rodney W. Zukowski

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Nicholas Stamoulos Title owner.
Organization _____
Address _____

**PERSONAL CARE CHIROPRACTIC
AND MASSAGE**

104 MASSACHUSETTS AVE.
ARLINGTON, MA 02474
TEL: 781 641-4482 FAX: 781 641-4483

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Cambridge Typewriter Co. Title Owner
Organization _____
Address 102 Massachusetts Ave.
Arlington, MA. 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Laurence A. Maida

Title

Owner

Organization

Maida Pharmacy Inc

Address

121 Mass Ave

Arlington Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

MUSEFIGUR, RAHMAN

Title CO-Owner

Dagg's
152 Mass Ave

Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Joe Arcella Title OWNER
Organization FRANCIS KITCHEN
Address 162 MASS AVE

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

LAURA CERQUEIRA

Title

Owner

Organization

Infinity Salon

Address

164 MASS AVE ARLINGTON, MA 02474

RECEIVED

FEB 26 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

In 2009 I sent a letter to Luisa Paiewonski at MassDOT expressing my great concern about Arlington's plan to add bike lanes on Mass. Ave.

I wrote to MassDOT again in 2010, and to the Town of Arlington: NO RESPONSE!!

The Town of Arlington website Q&A about this project in Feb. 2009 stated the town intended to attract bicycles to Mass. Ave. with these bike lanes (see attached). No attempt has been made, so far as I know, to quantify the number of bicycles that will divert from safe Minuteman onto Mass. Ave. by invitation of new bike lanes.

I own a 2-family house on Mass. Ave. along this proposed bike lane route and I have a single lane driveway that holds three cars. We will be BACKING OUT INTO A BIKE LANE multiple times of day and night. It is hard enough to see cars coming, nevermind bicycles in increased numbers! There are seventeen such single lane driveways along the Mass. Ave. Corridor Project route, and many tenants, home owners and customers will thus be backing out into bike lanes many times per day. This unsafe scenario should, in and of itself, preclude the addition of bike lanes and deliberate (as they state) attempt to attract more bikes to this corridor! What is the guideline regarding installation of bike lanes where single lane driveways exist?

Name

Organization

Address

Donna Janis

76 Massachusetts Avenue

Arlington, MA 02474



Q3. How is this different from Pleasant Street (Route 60)?

The evening backups Pleasant Street arise from

- Insufficient room to get around motorists turning left onto a side street
- The single through lane of traffic at the light at Mass Ave.

The Mass Ave corridor design is different in that it allows room to get around turning vehicles, and is careful to maintain the needed capacity at signalized intersections.

Q4. Has anybody actually done traffic counts, to support the design?

Yes, since 2001, three studies with traffic counts have been done by three separate firms. The most recent set of counts were in support of the current plan, and were done in October 2008. All three studies came to the same conclusion: on most of the corridor, only a single through lane is needed, so long as space is provided for left-turning traffic, and that two through lanes are provided eastbound on the approaches to Lake Street and Route 16.

Q5. Why do we need bike lanes; isn't the Minuteman Trail a sufficient alternative?

The bike lanes

- Accommodate the State Law (Chapter 90E) and MassHighway guidelines that call for bicycle and pedestrian accommodation on state-funded road construction projects

- Provide a dedicated space that encourages new riders along the corridor, and invites them to use the corridor and patronize businesses.

- Provide cyclists a clear place to be, so that they are less likely to illegally ride on the sidewalk, weave through traffic, or ride in the wrong direction.

- Provide a route for Alewife bicycle commuters when the Minuteman Trail is too icy for safe bicycle use.

- Serve destinations (the homes and businesses along the corridor) that are simply not served by the Minuteman.

- Provide cyclists an efficient route into Cambridge that is far more direct and faster than the Minuteman. Given the large numbers of pedestrians using the Minuteman, it is often not the best route for the faster cyclists.

- Encourage cyclists to ride further away from opening car doors, thus reducing the risk of "dooring" accidents.

- Remind motorists to look for cyclists when turning or opening car doors

MAILED FEB 19 10 13 20

RECEIVED

FEB 26 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I LIVED IN ARLINGTON OVER 60 YEARS. OVER THE YEARS I SAW
THE INCREASE OF CARS ON THE ROAD. MORNINGS BROUGHT
GRIDLOCK IN FRONT OF MY HOUSE ON MASS. AVENUE. MY FAMILY
BACKED INTO THE DRIVEWAY IN ORDER TO FACE THE STREET
SO THEY COULD HOPE FOR EASY ACCESS TO THE ROAD.

NARROWING MASS. AVE. IS BEDLAM WAITING TO
HAPPEN.
BAD IDEA!!

Name

Organization

Address

Eda A. Florio Title

12 Belford Circle
Woburn, MA 01801-5339

RECEIVED

FEB 26 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am opposed to the
Reconstruction of MASS. AVE. After
many years of living in Arlington
+ driving down MASS AVE
I feel this change would
have devastating consequences
to the town!

Name Cathy Jones Title _____
Organization _____
Address 12 Bedford Circle
Woburn MA 01801

RECEIVED

FEB 26 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I Am opposed to adding a (bike path)
and narrowing of MASS AVE

Name

Organization

Address

Title

Joseph J. [Signature]
12 Belford Circle
Woburn MA 01801

RECEIVED

FEB 26 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am strongly opposed to the Town plan to remove a travel lane. Bike lanes should not be on Mass. Ave. There are 17 single lane driveways on Mass. Ave. Cars will be backing out into a bike lane. This is incredibly unsafe! Single lane driveways on Mass Ave should, in and of themselves, preclude the addition of bike lanes.

Name DONNA JANI'S Title _____
Organization _____
Address 76 Massachusetts Avenue
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RECEIVED

FFR 2 6 2013

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Carina Ortiz

Title

Hair Assistant

M.Y. Salon

67 Everett Street

Arlington, MA

02474

RECEIVED

FEB 26 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

Dr. George Bikan

Title

* MASS AVE NEEDS 2 LANES! THERE IS
ALREADY A BIKE PATH 100 YARDS AWAY!
MAKING A SECOND BIKE PATH SOLELY TO GARNER FEDERAL \$ IS STUPID!

RECEIVED

FEB 7 6 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

Yolanda Ortiz Title Handresser
M.Y. Salon
67 Everett Street
Arlington MA 02474

RECEIVED

FEB 7 6 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Maria Nogueira

Title

President/owner

Organization

M-Y. Salem, INC.

Address

1100 MASS AVE 2nd Flr.

ARLINGTON, MA 02476

RECEIVED

FEB 26 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Frank Fazzolari Title Owner
Organization
Address Vincent's Barber Shop
167 Mass Avenue
Arlington, MA 02474

RECEIVED

FEB 26 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

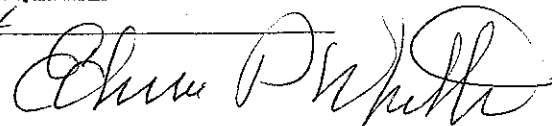
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name EDWIN P. WHITEMORE Title ATTORNEY
Organization LAW OFFICES OF EDWIN P. WHITEMORE, P.C.
Address 114 MASSACHUSETTS AVE.
ARLINGTON, MA 02474



RECEIVED

FEB 26 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

EDWIN P. WHITTEMORE Title ATTORNEY
LAW OFFICES OF EDWIN P. WHITTEMORE P.C.
114 A MASSACHUSETTS AVE.
ARLINGTON, MA 02474
Edwin P. Whittemore

COMMENT: WE ALREADY HAVE A BIKE PATH!!
MY NEIGHBOR COMMUTES TO M.I.T. FROM HIS
LEXINGTON HOME ON THAT PATH! IT IS MUCH
SAFER + MORE ENJOYABLE FOR HIM.

RECEIVED

FFB 2 6 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Theresa Arco-Black Title _____
Organization _____
Address 111 Medford St.
Arlington, Ma. 02474-28

RECEIVED

FEB 26 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name ANGELO A. BLACK Title _____
Organization _____
Address 111 MEDFORD ST #2
ARLINGTON, MA 02474

RECEIVED

FEB 26 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

THOMAS M. LEONARD, D.M.D.
366 MASSACHUSETTS AVE., #301
ARLINGTON, MA 02474-6732
781-646-8609

Title

Partner-owner

Thomas M. Leonard, D.M.D.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Joanne Coops

Title

63 Milton St.

Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Maureen Stephens Title _____
Organization (Maureen Stephens)
Address 253 Renfrew St
Arlington, Ma 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name
Organization
Address

Gail Langley Title resident - Senior Citizen

10 Freeman St
Arlington

Gail Langley

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design:

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Paul Langley Title Resident - Senior Citizen
10 Freeman St
Arlington
Paul & Langley

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name
Organization
Address

Linda Burns Title Motorist / Pedestrian
19 FREEMAN ST
ARLINGTON, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name George Ford Title motorist
Organization _____
Address 19 Freeman St.
Arlington Ma. 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name
Organization
Address

Michelle Hammer Title Motorist - Pedestrian

19 Freeman St
Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Norcen Conroy Title material - Pedestrian
Organization _____
Address 15 Freeman St
Arlington ma 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Chris Conway Title _____

Organization _____

Address 15 Fareham St

Willingboro MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name MICHAEL. CONROY Title _____
Organization _____
Address 15 FREEMAN ST
ARLINGTON, MA 02464

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JOAN U. SMELTZER

Title ARLINGTON RESIDENT + BUS RIDER + PEDESTRIAN

Organization _____

Address 15 FREEMAN ST., #1
ARLINGTON, MA 02474

Joan U. Smeltzer

P.S. Thank you for reconsidering the plan to remove a needed traffic lane on this major artery.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Sean J. Conroy Title _____
Organization _____
Address 9. Framman St
Arlington, Ma.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Helen Conroy Title _____
Organization _____
Address 9 Freeman St
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Martin Conroy Title _____
Organization _____
Address 9 Freeman St
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Martin Conley Title _____

Organization _____

Address 18 Menotomy Rd
Arlington MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Dympna M Sparrow Title _____
Organization _____
Address 90 May Street
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Steven Donroy Title _____
Organization _____
Address 9 Freeman St,
Arlington, Ma

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Frank Cangiano

Title

Resident

Organization

Address

23 Avola St.

Frank Cangiano

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robert J. Delano Title _____
Organization _____
Address 975 MASS AVE #101
ARLINGTON, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Vincent W. Theobald Title _____
Organization _____
Address 55 COLUMBIA RD.
ARLINGTON, MA. 02479

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Gmt Rai Title a Resident
Organization _____
Address 54 Adams St.
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Bob Donnelly Title Resident
Organization 151 W. 1st St.
Address Arl. Mass

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Thomas E. Lisco Title _____
Organization Previously a manager at CTPJ, Park Plaza
Address 30 Hamilton Road #303
Arlington, Mass 02474

I expect to submit a separate statement shortly.

Attention: Mr. Broderick

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

Dear Chief Engineer Broderick & Selectmen of Arlington,
I wish to express my unsatisfactory sentiments toward Arlington's Corridor / Project Design. I moved here 2 years ago and was very happy with our location but very displeased with this plan. After living here over a year, we find that Chandler Street is a go-between for morning and evening traffic. These people do not adhere to your speed limit & there are children & pets on our street. Turning the lower portion of Mass Ave. would increase this traffic. I don't understand why bicycles will get 2 more designated lanes on Mass Ave when they have full access 2 blocks away. The bicycles do not assist the traffic in the morning. I don't understand why they are being catered to compared to all the traffic from Rte 2 & Rte 16 etc. Using the allocated money to improve crosswalks, broken sidewalks etc. would be money well spent.

Name
Organization
Address

Nancy A. Hewitt
Resident
30 Chandler St.
E. Arlington, MA

Title

02474

Thank you,

Nancy A. Hewitt
2/25/13

P.S. I will be using the minute man bike path in the spring - Not Mass Ave!

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Luis Broderick Title _____
Organization 34 Chandler St Apt. _____
Address _____

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Anne L. Nicholson Title _____
Organization _____
Address 59 Greenman Rd
Arlington Mass 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name SCOTT COMPTON Title _____
Organization _____
Address 36 CHANDLER STREET
ARLINGTON, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

[Signature]
35/38 CHANDLER ST.
ARLINGTON, MA 02474

OWNER

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Susan L. Young Title _____
Organization _____
Address 38 Chandler St.
Arlington, Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

1. I AM AGAINST The Town of ARL's Corr. Project decision.
2. I AM NOT IN FAVOR OF Compromising efficiency for drivers.
+ Public Transportation so that 20% of users have separate
bike lanes.
3. I am not satisfied that emergency response time will be
sacrificed for the 20% bicyclists.
4. I AM IN FAVOR OF bikes sharing the road or using the
MM Bikeway 2 blocks from MASS Ave.
5. I am very much in favor of making the road safer for all
users.
6. I Am very much in favor of getting State + Fed. money
to fix this 1 mile of MASS Ave while retaining 4
lanes of traffic.

Name
Organization
Address

Manda Scott

Title Homeowner

1 Arnold St

Arnold St ST. ARL. MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Dorothy E Hogan Title _____
Organization _____
Address 990 MASS AVE #31
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Marlene Feckerty

Title

Organization

99 Mass Ave. Arlington Ma 02476

Address

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name RJ Robertson Title _____
Organization _____
Address 41 Wilbur Ave
Att

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new signage on the road, new curbs and sidewalks as needed.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Hubert B. Johnson

Title

Organization

Address

28 Windsor St.

EAST Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name _____ Title CITIZEN
Organization Susan Thar
Address 241 BROADWAY
ARLINGTON MA 02474 5705

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Edward H. Maza III Title CITIZEN

Organization

Address

241 BROADWAY

ARLINGTON, MA 02474-5305

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Andrew Hardy Title _____
Organization _____
Address 10 LEHIGH ST
ARLINGTON MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name William C. Sanday Title _____
Organization _____
Address 10 LEHIGH STREET
ARLINGTON MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Amy Brofner Title Resident
Organization _____
Address 34 Bates Rd
ARL MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Leila M. Harrington Title _____
Organization _____
Address 9 Raleigh St.
Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.
I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JAMES B. HARRINGTON Title _____
Organization _____
Address 9 RALEIGH ST.
ARLINGTON, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Eugenia Grigoris Title _____
Organization _____
Address 11 Bates Road
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Sheri Barron

Title

Town Meeting Member Pct. 7

10 Raleigh Street

Arlington, Ma. 02474

Use "Sharrows"

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Thomas Cravotta Title THOMAS CRAVOTTA
Organization _____
Address 10 RALEIGH ST. ARLINGTON, MA. 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Rachel A. Cravotta

Title

Organization

Address

10 Raleigh St. Arlington, Ma. 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.
I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name ANABELLA FRIOLO Title RESIDENT
Organization _____
Address 73 BATES RD

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name LOUIS IPPOLITO Title Resident
Organization _____
Address 73 BATES RD

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

FRANKLIN ST ARLINGTON MA

FOUNDER TOWN MEETING MEMBER
Pct 9

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Deborah Dustin Title _____
Organization _____
Address 45 Blossom St
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Mary R. King
12 Old Colony Lane
Arlington MA 02472

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name James L. Judd Title _____
Organization _____
Address 385 MASS. AVE.
Art, MA.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Joseph J. Shea Title _____
Organization _____
Address 34 Mt Vernon St. Apt 202

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Laurel L. Lottis Title retired
Organization _____
Address 29 Windcrest - Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

WILLIAM F. MC CARTHY Title MANAGER
ARLINGTON AMERICAN LEGION POST 39
370 MASSACHUSETTS AVENUE
ARLINGTON, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Lawrence R. Kiefer 781 704 9025
10 POND LANE
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name GARRY Towle Title Res
Organization _____
Address 22 Franklin st
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name ALFRED J. ABVAK SR Title _____
Organization AMERICAN LEAGUE
Address 370 MASS AVE ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name DAVID P. TAYLOR Title _____
Organization _____
Address 265 Lowell St
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Susan King Title _____
Organization _____
Address 205 Hamilton Rd Apt ~~205A~~ 504

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Maj Linda Luaro Title Resident
41 Acton st Unit 2

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

James V. Rabe

Resident

30 River St Ave

Resident

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.
I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Yolanda Rodriguez Title Resident
Organization _____
Address 32 Grove St Apt. Resident

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Edith B. DeLage Title Resident
Organization _____
Address 41 Bates Rd.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name H. H. Maion Title RESIDENT
Organization _____
Address 29 Bates Road
Arlington MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Linda Conella Title Citizen of Arlington
46 Milton St
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Natalie Anne Campbell TAX PRYER

46 Milton St. Arlington MASS 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Mary H. Johnson

Title

Resident

Organization

Address

45 Bate Rd

Arlington, MA 02494.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Gleen Johnson

Title

Resident

Organization

45 Bates Rd

Address

Arlington MA 02474

EJ

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Timothy G. Malone Title Resident
Organization _____
Address 74 Bates Rd
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Eileen M. Mahoney Title Resident
Organization _____
Address 74 Bates Rd
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Maura Garbaccio Title Resident
Organization _____
Address 45 Maynard St
Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robert J. Gentry Title Resident
Organization _____
Address 275 Park Ave
Arlington Ma.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Michael Kletjan Title Resident
25 Maynard St
Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Christopher R. Adams Title Resident
Organization 99 Leominster Ave Apt 1
Address Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Title Resident

Organization

Address

James J. Smith

109 Wollaston Ave Apt 2
Holliston, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Cora R Smith Title Resident
Organization _____
Address 109 Wollaston Ave
Arlington, Ma

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Ruth E Foley Title _____
Organization _____
Address 1 Lehigh St. Ark

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Betty Harrington Title _____
Organization _____
Address 35 Dartmouth St
Arl., Ma.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name THOMAS F. BRODERICK Title _____
Organization _____
Address 2 PARK PLAZA BOSTON MA 02116

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Steve Logan Title Mr
Organization _____
Address 10 Walnut St
Arlington 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Mary E. H. H. H. Title _____
Organization _____
Address 29 BROWN RD
ARLINGTON MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name William Broderick Title _____
Organization _____
Address 135 Medford St
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Anna Lites Title _____
Organization _____
Address 12 Ernest Rd
ARLINGTON, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Jan Z. [Signature] Title _____
Organization _____
Address 89 NEWPORT ST
ARLINGTON 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Mark A. Wray Title _____
Organization 265 Rensselaer Street
Address Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Title

Joan Shaw
37 Inverness Rd
Arlington MA 02476

plates for bicycles as in the 50's

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Ch Ben Title _____
Organization _____
Address 12 Boston St
Arlington MA 02417

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Stephen Lim Title _____
Organization _____
Address 38 Town Rd
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name James G. Dempsey Title _____
Organization _____
Address 10 CEDAR AVE.
ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Maria Aliberti Lubertazzi Title PhD
133 Lowell Street
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name John C. Anthony Title _____
Organization _____
Address 360 APPLETON ST
ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Janet Grouch Title
47 My Stic St #2B Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Walter Bolzsk Title _____
Organization _____
Address 76A St
Baldy la

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name John Garrahan Title _____
Organization _____
Address 200 Gray St Apt. 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Kelley Macneil Title _____
Organization _____
Address 126 Rhinecliff St
Arlington MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Rhonda Greene Title _____
Organization _____
Address 23 Lanark Rd
Arl. Ma. 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Karen Bloom Title _____
Organization _____
Address 632 Summer St
Arlington, Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Jean Conquard

Resident

23 Avola St.

Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Carol Burroughs Title _____
Organization _____
Address 374 Park Ave
Arl MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Joseph Morone
187 5th Hamilton P-d. apt 501
Ar. MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robert J. Bell Title _____
Organization _____
Address 18 Hamilton Rd. #103
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Everett Harris Title _____

Organization _____

Address 18 Hampton Road #204
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Maria R. Collins

Title

Organization

Address

18 Hamilton Rd #502
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

James Steiner
Harvard-Smithsonian Center for Astrophysics
18 Hamilton Rd. #203
Arlington

Title

Please include sidewalk ramps for baby carriages and wheelchairs. The Minute Man Bikeway is about 11 miles long and near the corridor.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Charles J. Owen
15 Washington St., #305
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

William A. Lallier
15 Haverhill Rd #301 Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Yoko Yasuhara Title _____
Organization _____
Address 18 Hamilton Rd #408
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name DAVID NACHLIS Title _____
Organization 18 HAMMILL ST., ROL.
Address ALLING TOWN MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Paula Bettercourt Title _____
Organization _____
Address 18 Hamilton Road #103
Arlington Ma. 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Nancy O'Neil Title Self
Organization 18 Hamilton #304
Address Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Clotilde Mota

Title

Carla Beltrami (clotilde)

Organization

Address

43 Amherst St

Arlington, Ma. 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Dana Davis Title _____
Organization _____
Address 18 Hamilton Rd #303

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Christina Steiner

Title

20 18 Hamilton Rd Apt 203
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robert V. Valeri Title OWNER
Organization RV PRINT SOLUTIONS
Address 7 WHEATON RD.
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Patricia Harrington Title _____
Organization _____
Address 9 Raleigh Street
Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design:

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Joe Chin RESIDENT
33 DATES RD
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Will Broder Title Resident
Organization _____
Address 34 Bates Rd
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Gregory J. J. J. Title Resident
Organization _____
Address 95 Egmont Rd, Arlington, Ma 02114

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Elizabeth Crosby

Title

Resident

97 Egerton Rd, Arlington, Ma. 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.
I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Maria A. Balge Title Resident
Organization _____
Address 66 Bates Rd Arlington Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Wanda D. Downing Title _____
Organization _____
Address 24 Fabian St.
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Carol W. Downing Title _____
Organization _____
Address 24 Fabian Street
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design. ✓

I am not in favor of putting two 5-foot wide bike lanes on this major roadway. ✓

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes. ✓

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists. ✓

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue. ✓

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes. ✓

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed. ✓

Name

Organization

Address

Carol Deshler

Title

resident

37 Bate Rd Arl

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design. *yes*

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes. *yes*

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists. ✓

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue. ✓

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes. ✓

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title *resident*

John Chisholm
31 Bates Rd Arl

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design. ✓

I am not in favor of putting two 5-foot wide bike lanes on this major roadway. ✓

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes. ✓

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists. ✓

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue. ✓

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes. ✓

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed. ✓

Name

Herman Dasher

Title

resident

Organization

Address

37 Bates Rd Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design. ✓

I am not in favor of putting two 5-foot wide bike lanes on this major roadway. ✓

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes. ✓

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists. ✓

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue. ✓

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes. ✓

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed. ✓

Name

Organization

Address

Title

Norman DeMa
37 Bates Rd Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Edward J. Downs Title

82 Orvis Rd Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Ruth L. Downs Title _____
Organization _____
Address 82 Orris Road, Arlington, Ma

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Charles J. Chame Title _____

Organization _____

Address 41 Candia St

Arlington 02474-2825

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Bessie Thodon Title _____
Organization _____
Address 137 Webster St
ARI MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

James Gerganopoulos

Title

Resident

Organization

Address

165 Palmer St Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Eileen P. M. J. Title Resident
Organization _____
Address 74 Haverland Rd.
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Paul R. Moore Title Resident
23 Milton St.
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name GREG KANDARAS Title RESIDENT
Organization _____
Address 29 PARK GROVE
ARLINGTON, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Dorothea Zentes Title resident
Organization _____
Address 990 Mass Ave. Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Michael D'Amico Title Resident
Organization _____
Address 34 Hillside Ave

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

S. Nicholas Kriketos

Title

Resident

Organization

Address

80 Orus Road

Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Katharine Kriketos Title Resident

80 Davis Rd

Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name ALEX COLVER Title Resident
Organization _____
Address 78 ORVIS RD 02474
ARL MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Carolyn Colvard Title Resident
Organization _____
Address 78 Davis Road
Ar1 MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Paul Barges Title Resident
Organization _____
Address 74 ORVIS Rd.
ARLINGTON, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Lise Bages Title Resident
Organization _____
Address 74 ONIS Road

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Barbara Borges Title Resident
Organization _____
Address 74 OROVIS Rd
ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Sharon Coilean Title Resident
74 Oms Rd
Arlington Mass

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robert Bonahno Title Resident
Organization _____
Address 61 ORVIS ROAD
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~AND~~ I am against the Town of Arlington's Corridor Project design.

~~AND~~ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

~~AND~~ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

~~AND~~ I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

~~AND~~ I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

~~AND~~ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

~~AND~~ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Ann Marie Black Title Resident
Organization _____
Address 61 Oak's Road
Arlington, MA 02474-8546

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Margaret Lewis Title resident
Organization _____
Address 88 Orris Rd
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Josephine Blum Title Resident
88 ORVIS Rd
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Karageorgiou Brina Title

34 Forest St 1F Arlington Ma

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name [Signature] Title _____
Organization _____
Address 8 ADAMS ST
ARLINGTON, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Mary A. Larduy Title _____
Organization _____
Address 16 Lehigh St.
Arlington, MA. 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Rose Marie Keefe Title _____
Organization _____
Address 8 Adams St
Arlington, Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Joseph Cahill Title _____
Organization _____
Address 12 Adams St
Arlington, Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Robert F. Meagher Jr

Title

14 GOLDEN AVE ARLINGTON, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Title

Organization

Address

James M. May Jr.
39 Rufus St., Arlington, 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Eileen Murphy Title _____
Organization _____
Address 29 Tufts St
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Teresa Bottom Title _____

Organization _____

Address 519 Summer St

Arl. Ma 02474
781 6464348

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Nancy Madril Title _____
Organization _____
Address 134 Westminster Ave
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name MARJORIE SMITH Title Resident
Organization _____
Address 169 Wollaston Ave

Arlington, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Augustine R. Cella Title RESIDENT

99 SPY POND PARKWAY, ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name	STEVEN CELLA	Title	
Organization	99 SPY Pond Pkwy	Arlington	MA 02474
Address	Steven Cella		

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Gene M. Cella

Title

Resident

99 Spy Pond Hwy, Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Christopher R. Pavoni

Title

Resident

14 Swan Place

Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Rich Chayer Title Resident
Organization _____
Address 12 Swan Place
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Elizabeth Pawoni Title Resident
Organization _____
Address 14 Swan Place, Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Eileen Langone Title RESIDENT
Organization Queen Anne
Address 12 Swan Pl.
Arlington Ma 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name LYGIA GRIGORIS Title Resident
Organization _____
Address 370 Park Ave. Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Anne C. O'Keefe Title President
Organization Kentwood Condominium Inc Association
Address 990 MASS Ave #45
ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Ellen Thomas Title Resident
Organization _____
Address 3 Col. Vlg Dr #6 Apt. MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Barbara L. Hochmeyer Title _____
Organization _____
Address One School St #405
Arlington, Mass 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name James J. Pisciotta Title _____
Organization _____
Address 12 Orlando Ave
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Barbara Swot
34 Jans St #2 Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Gwen McLean Title _____
Organization _____
Address 25 Fountain Rd
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Dennis Muri

Title

23 Acton St. Acton

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Myrtle Cleland
77 Cleland St
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Row Burt

Title

Organization

Address

15 Foster St
Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name RA Egan Title _____
Organization _____
Address 48 HARLOW ST ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Mary E. Inogian

Title

resident

Organization

Address

22 Bates Rd. Arlington Ma

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Th. J. de la Cruz

Title *Mr.*

160 Briantwood

Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

22 BEDFORD ST. JILL MITCHELL 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Donald R. R. R. Title _____
Organization 30 to 50 Bridge St
Address Arlington, MA 02454

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name William A. Arthur Title _____
Organization _____
Address 37 Drake Rd #316
Arlington, Ma. 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Tom Z. [Signature] Title _____
Organization _____
Address 24 Orchard Place
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Deborah Hetherman Title _____
Organization _____
Address 341 Gray St, Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Kim Brown Title _____
Organization _____
Address 6 Old Colony Lane #7
Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Sam Benichou Title _____
Organization _____
Address 215 Worcester Ave Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Christine Kerble Title Homeowner
Organization _____
Address 92 Morningside Dr
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Regina Dawson Title Homeowner
Organization _____
Address 82 Beacon St.
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

John J. Deacon

80 Beacon St

ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Albert H Davidson Title homeowner
Organization _____
Address 82 Beacon St Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

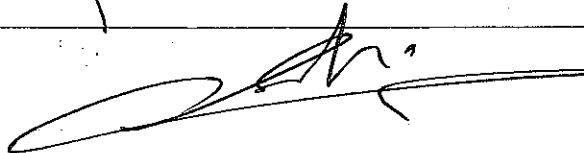
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name SALMI ADIC Title ~~RESIDENT~~
Organization Resident
Address 209 BROADWAY



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Tom Carr

Retired

28 Ridge St

Attleboro Mass 01901

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Karen Dunn Title Resident
Organization Karen A. Dunn
Address 36 Aerial St.
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Melissa Simmons Title resident
Organization 76 Mercant St
Address Arlington MA

Melissa Simmons

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Joe Kerble Title _____
Organization _____
Address 92 Morningside Dr
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JOSEPH CELLA Title RESIDENT
Organization _____
Address 34 SPY POND PARKWAY

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Jean Griffin Title Arlington resident
Organization _____
Address 42 OXFORD ST

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Charles J. Sarno Title _____
Organization resident
Address 42 Oxford St Arlington Mass 02474-6910

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name *John Doe* Title Resident
Organization _____
Address 10 Woodside Lane Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robert A. Linton Title resident
Organization _____
Address 19 Churchill Ave.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Thimr Luarezi

Title

Resident

41 Alton st

2

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Flora E. DeFazio Title _____
Organization _____
Address 109 No Union St
and Mass 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Janet Ferno Title _____
Organization _____
Address 105 N. UNION ST
ARL MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Pauline J. [Signature] Title _____
Organization _____
Address 15 North Union St.
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Angela Pesiridis Title Resident

97 MASS AVE

ARLINGTON, MA 02474



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Deborah A Walker Title Resident
Organization Deborah A Walker
Address 13 LORNE RD
ARLINGTON MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Ben Ames Title _____
Organization _____
Address 14 Hawthorne Ave.

Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Christopher Cignion Title _____
Organization _____
Address 43 College Ave

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name James Kelly Title _____
Organization _____
Address 24 Waverly Rd
Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name _____ Title _____
Organization _____
Address _____

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Gilman Title _____
Organization _____
Address _____

22 Hamilton Rd 308
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

16 Draper Ave.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Tom Clark

25 WYMAN RD
ARLINGTON MA 01910

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Campbell Title MS
Organization _____
Address 136 Mt. Vernon St.
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Eric Bagher Title _____
Organization _____
Address 18 Hamilton Rd, Apt 205
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Mark Sullivan Title _____
Organization _____
Address 30 South St
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Title

Ta Appleton St

Arlington MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Anne Mac Donough
48 Churchill Ave.
Arl.

Title

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Mary M. Murphy Title Resident
Organization _____
Address 26 Bates Road.
Arlington Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Carol Ann Lalan Title Resident
Organization _____
Address 9 Forest Road

Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Nancy Keough Title Resident
99/101 Lake St.
Arlington MA
Nancy Keough

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Barbara J. Walden Title retired
42 Bailey Rd.
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name John J. Waldron Title Retired
Organization _____
Address 42 Bowler Rd
Arlington MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name B. Rita Kelly Title _____
Organization _____
Address 89 Jean St.
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Guyneth A. Lumb

Title

Member

19 Churchill Ave Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Deborah Freed Title _____
Organization _____
Address 18 Linwood St Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Helen Bassett Title _____
Organization _____
Address 61 Huntington Rd
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Walter Davis Title _____
Organization _____
Address 71 MYSTIC ST
ARL.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name D. J. [Signature] Title _____
Organization _____
Address 15 Bellevue Rd

W. 19th Ave MA 02478

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Meghan Elsenstein Title _____
Organization _____
Address 19 Chester St.
ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Sum Title _____
Organization _____
Address 67 Boston
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs, and sidewalks as needed.

Name

Organization

Address

Title

David Wicks

117 Overlook Rd

Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Janet M. Bullock Title _____
Organization _____
Address 162 Pleasant Ave
9th MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Luigi Pugliese Title _____
Organization _____
Address 42 Dorothy Rd. Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name E. Surgen Title _____
Organization Cambridge Rd
Address Art.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Jennifer Waldrop Title _____
Organization _____
Address 777 Concord Tpk
Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Clairejanice Mc Connell
Organization 71 Myrtle St
Address Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Janie Wood Title _____
Organization 104 Deerfield St
Address Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name John Madril Title _____
Organization _____
Address 134 WESTMINSTER AVE
ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

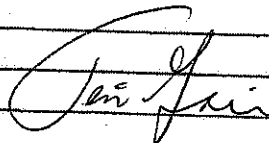
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Terri Gavin Title _____
Organization _____
Address 1 Watermill Place B301
Arlington MA 02476



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JAMES LARRY Title _____
Organization _____
Address 60 PLEASANT ST. #305
ALLINGTON, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name FRANK NIGRO Title HOME OWNER
Organization _____
Address _____

Do you see the traffic DURING the morning rush?
It is backed up to Lake St and beyond till
after 10 AM.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name John DeFrancesco Title _____

Organization _____

Address _____

72 Hodge Rd Arlington Mass 02474-1964

Bikes have enough room - they override the traffic and cut our cars off they should also have to pay insurance to be on the road - Most drive to endanger

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the BACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Donna Defelice Title _____
Organization _____
Address 109 N. Union St
Drl ma 02420

The street was a mess in a Bad
Snow storm. People were at Risk Just
Walking. Never mine on Regu Day
With Bikes + Cars + People + Baby Cans

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name
Organization
Address

Wrentham Harbor Title *781 648 9584*
GAIN ANN COFF SHIP



THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Mr. Andrew Mark Katner title owner - president
Stretch Construction Corp / Corp
31 Boylston Road
Arlington MA 02474

1857-234-7001

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.
I am not in favor of putting two 5-foot wide bike lanes on
this major roadway.
I am not in favor of compromising efficiency for drivers and
public transportation so that 2% of the users have separate bike
lanes.
I am not satisfied that emergency response time will be
sacrificed for the 2% of bicyclists.
I am in favor of bicyclists sharing the road or using the
Minuteman Bikeway 2 blocks from Mass. Avenue.
I am very much in favor of getting the State and Federal
money to fix this one mile of Mass. Avenue while retaining
4 traffic lanes.
I am very much in favor of making the road safer for all users,
especially pedestrians. The common sense plan of the EACCC
provides correct improvements while maintaining a safe and
efficient road for all users with new street lights, new
traffic lights, pedestrian-activated crosswalk lights, new linage
on the road, new curbs and sidewalks as needed.

Name Arthur Ales Title Bad Boy
Organization
Address 55 Wyman Terr #2 Arlington MA

Arthur Ales 2/20/13

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

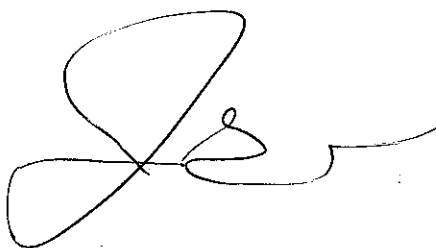
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Jenn Sacca Title Mrs
Organization
Address 55 Wyman Terr Arlington



2/20/13

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Dreg Anderson

Title

33 C 604687
7-10-13

Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Dianne Cummings Title 2/21/13
21 Locke St
ARLINGTON, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JAMES T. GRIFFIN SR Title _____
Organization RET.
Address 4 WINSLOW ST. #505
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name CHARLES R. MICHAEL Title MD
Organization _____
Address 229 BROADWAY
ARLINGTON MASS

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name RONALD W. CUNHA Title MR.
Organization _____
Address 175 WARREN ST ARLINGTON, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JOSEPH GALLUZZO JR. Title _____
Organization _____
Address 54 DECATUR ST. ARL.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

☒ I am against the Town of Arlington's Corridor Project design.

☒ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

☒ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

☒ I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists. *JTB*

WTF ☒ I am in favor of bicyclists ~~sharing the road or~~ using the Minuteman Bikeway 2 blocks from Mass. Avenue.

N^o ☐ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

N^o ☐ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name TED GRIFFIN Title _____
Organization SELF INTEREST
Address 47 DECATUR ST
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Carol Deshler

Title

Organization

Address

37 Bates Rd. Ari

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Stephen J Beirne Title _____
Organization _____
Address 39 Beacon St Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JOHN R. CARBONELLE Title _____
Organization CONCERNED CITIZEN
Address 64 HIGH HAITH RD ARL. MASS.

DOES ANY BODY CARE ABOUT
THE PEDESTRIAN & PUBLIC SAFETY
OR IS IT ALL ABOUT SPECIAL INTEREST

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

- ☒ I am against the Town of Arlington's Corridor Project design.
- ☒ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
- ☒ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
- I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
- I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
- ☒ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
- ☒ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Kelly Nyberg Title _____
Organization Marion Legion Post 39
Address 370 Mass Ave

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name James M. Carter Title _____
Organization 152 Gardner St
Address Arlington MA 02477

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name MARK LEDREW Title _____
Organization _____
Address 12 COURT ST PL
ARLINGTON MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.
I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name William Flanagan Title _____
Organization _____
Address 47 Inghambridge St.
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Karen Sheehan

Title

42 Milton St. Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name STEPHEN P BRENNAN Title BRENNAN PIR & HTG, INC owner
Organization _____
Address 114 RHINECLIFF ST ARLINGTON MASS

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

☒ I am in favor of bicyclists ~~sharing the road or~~ using the Minuteman Bikeway 2 blocks from Mass. Avenue. *Why do we have it?*

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes. *IT WAS MEANT FOR THE*

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed. *Bicyclist*

Name

Organization

Address

Title

John Carra
Home Owner
12 Ames St
Bedford Mass

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Roseann CASAZZA Title TRAFFIC SUPERVISOR
Organization T.O.A. School Dept.
Address 17 AM HERST ST
ARLINGTON MASS

the HARDY ELM. School is LOCATED ON LAKE & BROOKS ST.
MAKING MASS AVE. 2 LANES IS GOING TO CREATE MORE
CONGESTION AND PUTTING SCHOOL CHILDREN IN A UNSAFE
AREA
PLEASE CALL ME AT 781-858-0663 FOR MORE INFORMATION
R.C.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Kathy D'Silva Title _____
Organization 15 Beverly St
Address Oak MA 02474

*Snow removal must be done more so. or to give
room to bicyclists Very dangerous -

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robert Donahue Title VIP
Organization _____
Address 58 Rawson Rd.
Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name WILLIAM NICHOLS Title _____
Organization _____
Address 72 HODGE RD ARLINGTON MA 02474-1964

BIKES DO NOT OBEY TRAFFIC LAWS — HAVE NO FEAR OF MOTOR VEHICLES

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Joel Anne Shaw Title _____
Organization _____
Address 8 Ernest Rd Arl ma 02474

I DO NOT Drive But WALK the Ave Every Day
the Cars Are Bad enough so we Have to Have -

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Mauro Macdonald Title _____
Organization _____
Address 995 Mass Ave
Arlington MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Phil Morris Title _____
Organization _____
Address 37 DRAKE RD #102
ARLINGTON, MASS 02476

REMARKS THE PLAN IS VERY STUPID IN MY OPINION
SORRY, BUT IT IS.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Stephen Pelmar Title Resident
Organization _____
Address 22 Fessenden st #9 ARL MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Jeff Rish Title _____
Organization _____
Address 37 Old Colony Rd
Andover MA 02874

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Jim Reel Title _____
Organization American Legion
Address _____

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Salvatore Busceti Title Retiree
Organization _____
Address 205 1/2 Summer St Arlington Mass 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Nicole Larice Title President Woman's Aux.
Organization President Woman Aux American Legion #39
Address 370 Mass. ave Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Walter N. Stoltz Jr Title Res
Organization _____
Address 25 Angelen St
Arlington ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Michael Hayward Title _____
Organization _____
Address 441 Summer St Arlington Ma 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name James Kelly Title _____
Organization _____
Address 40 Margaret St Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name DAN GAFFIN Title _____
Organization RETIRED
Address 325 LAKE ST.
ARLINGTON MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Wendy Burdick Title _____
Organization 52 North St _____
Address _____

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Germ Pichan Title _____
Organization _____
Address _____

9 Peter Puffs Rd., Arl

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Lucy C. Demers Title _____
Organization _____
Address 39 Magnolia St

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Anthony Pellegriano Title _____
Organization _____
Address 39 MAGNOLIA ST ARLINGTON

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Alcinda Andrade Title _____
Organization _____
Address 20 Grafton St Arlington Mass.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Josephine Lavette Title _____
Organization 438 Massachusetts Ave
Address Arlington 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Blanche Tolk Title _____
Organization _____
Address 438 MASS AVE ARLINGTON, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Title

Jean Reinhardt
438 Mass Ave

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Gertrude J. Mocherway Title _____
Organization ASA
Address 47 Allen St.
Arl.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Josie Kontos Title _____
Organization _____
Address 47 Mystic St. Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Nauma Costa Title _____
Organization ATC Vernon Jr
Address _____

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Lorraine Accardi Title _____
Organization _____
Address 14 Brandview Rd
Arlington, Ma 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Judith Neal, 14 Devonshire Title _____
Organization _____
Address _____

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name MARY BOND Title _____
Organization _____
Address _____

151 MYSTIC ST.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Bar O'Connor Title _____
Organization _____
Address 24 Melrose Rd

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Elizabeth Blumenthal Title _____
Organization _____
Address 34 Hamilton Rd #401

Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Margaret R. Pellegrino

100 Park Ave. 2nd Fl.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name John J. Pellegrino Jr. Title _____
Organization _____
Address 106 Dow Ave Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Carl Accardi Title _____
Organization _____
Address 14 Grandview Rd
Arlington, MA 02476

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Lucia Brandis Title _____
Organization _____
Address 990 Mass. Ave #62, Arl

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Micki Fynn Title

79 Decatur St

Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name James Hattolag Title Medical Secretary
Organization ABC Pediatrics
Address 29 MASS Ave
Arlington

ALEWIFE BROOK COMMUNITY PEDIATRIC
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

*A/so live @ 85 Decatur St Arlington
& I am completely against changing Mass Ave
& against making bicycles lanes on Mass Ave*

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Kristin Donahue Title medical secretary
Organization Alewife Brook Community Peds
Address 29 Mass Ave
Arlington MA

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

- ☒ I am against the Town of Arlington's Corridor Project design.
- ☒ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
- ☒ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
- ☒ I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
- ☒ I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
- ☒ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
- ☒ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Doreen M. Russell Title Medical Assistance
Organization ABC PEDI
Address 29 MASS AVE
ARLINGTON MA 02174

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

- ☒ I am against the Town of Arlington's Corridor Project design.
- ☒ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
- ☒ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
- ☒ I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
- ☒ I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
- ☒ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
- ☒ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name DERAINE MESSINA Title MEDICAL SECRETARY
Organization AAC PEDIATRICS
Address 29 MASS AVE ALEWIFE BROOK COMMUNITY PEDIATRICS
ARLINGTON 29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

ALSO LIVE AT 18 UNIVERSITY RD, ARLINGTON

I AM COMPLETELY AGAINST CHANGING MASS AVE
+ AGAINST MAKING BIKE LANES ON MASS AVE

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the BACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name LAURIE JF MARCELIN Title MEDICAL ASSISTANT
Organization ABC Pediatrics
Address 29 MASS AVE ARLINGTON MA 02474

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Nancy Ames Title Practice Coordinator
Organization Alewife Brook Community Pediatrics
Address 29 Massachusetts Ave
Arlington MA 02474

ALEWIFE BROOK COMMUNITY PEDIATRICS
29 MASSACHUSETTS AVENUE
ARLINGTON, MA 02174

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Kylee McGinnitt Title _____
Organization _____
Address 75 decatur st Arlington ma

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Samuel Lynn Title _____
Organization _____
Address 70 Decatur St.
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JOHN APPRILLE Title _____
Organization _____
Address 70 DECATUR ST
ARLINGTON, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Spud C. P. H. Title _____
Organization _____
Address 731 North Union St.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Marcello Gallegos
76 Decatur St
Arlington, MA

Title

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Elizabeth Malloy Title 2/20/13
Organization _____
Address 76 Decatur St
Arlington, Ma. 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Mary C. McCloskey Title _____

Organization _____

Address 138 The Junction St

Arlington, Ma 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Anna Valentin Title _____
138 North Union St
Arlington Ma, 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name

Organization

Address

Maria R. Moore
27 N. Union St. Arlington

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Elinor Valmenuts Title _____
Organization _____
Address 6 Wheaton Rd
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name John Valmarito Title _____
Organization _____
Address 6 Wheaton Rd
Arlington, Mass.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name NANCY BUTTS Title 2-
Organization _____
Address 14 Wheaton Rd Arlington MASS

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Leo D. Kahan Title _____
Organization _____
Address 109 Mt. Vernon St. Arlington, MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

Having followed the public deliberation and planning process for a number of years, I can say that it has been both fair and professional. Plans have been constructed carefully and their rationale presented thoughtfully. I look forward to the improved traffic management, bike lanes, and widened sidewalks especially. I believe these changes will be extremely beneficial for Arlington businesses and residents. Thank you for your work.

Name Terry Dash Title _____
Organization _____
Address 6 Woodside Ln
Arlington MA

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, February 25, 2013 3:20 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Feb 26, 2013 Public Hearing Comments
Attachments: MassAve Corridor Letter of Support 2-25-13.docx

fyi

From: Angus, Neil [mailto:NAngus@Massdevelopment.com]
Sent: Monday, February 25, 2013 9:28 AM
To: DOT Feedback Highway
Subject: Feb 26, 2013 Public Hearing Comments

Hello,

Please accept the attached letter in support of the upcoming public hearing on the Mass. Ave corridor improvement project in Arlington. I am unable to attend the public hearing tomorrow night but wanted to voice my wife and my support for the project as presented. This project has had a tremendous amount of public input and is ready to move forward with the broad support of the greater Arlington community. Thank you for your time and feel free to contact me with any questions.

Neil.

February 25, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116

Attention: Project Management Section, Project File No. 604687.

Dear Mr. Broderick,

I would like to submit the following comments and letter of support for the February 26, 2013 Mass Ave. Corridor Improvement Project Public Hearing:

Anyone who lives in East Arlington knows how dangerous the current layout of Mass Ave is right now for patrons of the businesses, pedestrians, drivers, cyclists and persons with disabilities. People should be able to travel to and through this part of town in a relatively safe and orderly manner. When I look at the MassAve corridor plans and all the options that have been presented, I think to myself, do I want a transportation system that is integrated into the town – or a highway blowing through town from point a to point b? To my wife and I, the answer is easy: structured lanes to accommodate the high volumes of traffic during the relatively brief peak hours, dedicated turning lanes, parking, accommodations for buses, cars and bikes, safe crossings, wider sidewalks, and more pedestrian and ADA amenities. The most current plan is a compromise that addresses all stakeholders issues.

There have been some concerns raised regarding the current plan and the traffic studies that suggest four lanes may be more appropriate at some point in the future. Traffic studies do not measure quality of life – the human element is almost completely lost. We are not in the 50's anymore designing communities solely for cars. As a result, context sensitive design standards have been integrated into local, state and federal highway design requirements. This project, as proposed, does exactly that – accommodates and considers all modes of transportation, while respecting the community that this project passes through.

Four lane roads are difficult to cross and would continue to prolong the disconnection in this part of Arlington. The three-lane plan is the only way to provide some of the critical pedestrian safety improvements at the non-signalized crosswalks – improving pedestrian safety and connecting businesses and community amenities on both sides of Mass. Ave. The three-lane plan also encourages more orderly traffic patterns and creates needed space for parking and cyclists.

Lets not lose focus on the bigger picture for these improvements – a safe and walkable, bikable, drivable, transit accessible community that benefits businesses and residents and recognizes the fact that there is more to this design than just getting from point a to point b, it's about recognizing and respecting what's in between these points: we are what is between these points. It's a public safety and quality of life issue for all Arlington visitors, businesses and residents.

The current plan has already proven its consistency with local and state transportation and town planning objectives. It is also worth noting that the proposed plan is also fully consistent with all of the following US DOT FHA objectives:

- Promote safety,
- Improve air quality,
- Respect the natural environment through Context Sensitive Solutions,
- Improve social equity by improving access to jobs, health care and other community services,
- Create additional opportunities for the positive effects of walking, biking, public transportation, and ride- and vehicle-sharing,
- Conduct research on transportation's role in improving quality of life.

Source: FHA Website: http://www.fhwa.dot.gov/planning/health_in_transportation/

This project would actually make a great case study for the FHA since the project, as proposed, is really all about improving the quality of life for everyone.

Redistributing and reorganizing the current width of Mass Ave will result in a more efficient and effective flow of traffic and improve the quality of life for drivers, pedestrians, cyclists, the physically disabled, business owners and everyone who come to or passes through East Arlington. Let's make this portion of East Arlington more healthy and vibrant - don't super-size it to four lanes!

Thank you for the opportunity to comment and I look forward to seeing this project move forward for the betterment of all residents, businesses, commuters and visitors to and through East Arlington.

Sincerely,

Neil Angus
5 Melrose Street
Arlington, MA 02474
617.620.6095

Melonie Marple
5 Melrose Street
Arlington, MA 02474

cc: Laura Wiener, Senior Planner, Town of Arlington
Carol Kowalski, Director of Planning, Town of Arlington

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Tuesday, February 26, 2013 11:14 AM
To: Sloan, Kimberley (DOT)
Subject: FW: Strong Support for the Mass Ave Corridor Project in East Arlington

fyi

From: Laura Wiener [mailto:LWiener@town.arlington.ma.us]
Sent: Tuesday, February 26, 2013 10:43 AM
To: DOT Feedback Highway
Subject: Fwd: Strong Support for the Mass Ave Corridor Project in East Arlington

Laura Wiener
Arlington Planning and Community Development
Town Hall
Arlington, MA 02476
781 316-3091

-----Original Message-----

From: Matthew Dorson <mdorson@mysticriverengineering.com>F
To: pamela.stephenson@dot.gov, tomasz.janikula@dot.gov
Cc: Laura Wiener <LWiener@town.arlington.ma.us>, ealscoalition@gmail.com
Date: Mon, 25 Feb 2013 15:37:57 -0500
Subject: Strong Support for the Mass Ave Corridor Project in East Arlington

**Pamela Stevenson, Administrator
Federal Highway Administration
55 Broadway, 10th Flr
Cambridge, MA 02142**

Dear Ms. Stevenson and Mr. Janikula,

I am writing to let you know that I am in support of the Mass Ave Corridor redesign plan for East Arlington, MA. I use this vital corridor as a pedestrian, a cyclist and when I drive my car. I am looking forward to the new bike lanes, the better pedestrian crosswalks and the improved traffic flow that this improvement will bring to the area.

As a father who walks two young boys to elementary school across Mass Ave every school day, I am particularly excited by the proposed crosswalk improvements. Any opportunity to include side bump out, center island refuges and other means to improve the safety of these crossings should be undertaken.

As a cyclist who frequently travels to and from local businesses along this corridor, I am delighted to see that provisions are being made to improve my access. Too many people view cyclists as only recreational users and forget that many of us are out riding to go places like the bank and the movies and the shops that are not accessible from the nearby dedicated path.

As a vehicle driver, I am delighted that a sensible traffic configuration is finally about to be imposed on

this chaotic section of road. I warn all of my visiting relatives to treat the current free-for-all as if they are driving in a snowy parking lot on the last shopping day before Christmas. There are cars going every which way in anything from one to three lanes wide in both directions at all times. It is really too much for even a good driver to process. Having a single lane toward Arlington Center and two headed for Cambridge should be more than enough to organize the flow. In fact, a recent snowstorm imposed a single lane of travel each way and there were no problems with the flow.

I have attended several well organized town meetings on this topic. I am generally pleased at the level of good detail and rational thinking that has gone into all the materials that have been presented to the public. It seems like it is high time to get the building process underway.

Sincerely,

Matthew Dorson
31 Sawin Street
Arlington, MA 02474
(781) 641-3792

Sloan, Kimberley (DOT)

From: Douglass Taft Davidoff [douglass.davidoff@gmail.com]
Sent: Thursday, February 28, 2013 9:53 AM
To: Sloan, Kimberley (DOT)
Cc: Philip Goff; Adam Auster; NKaba; Alex Bilsky; Chad Gibson
Subject: Note from Doug Davidoff, Arlington MassAve Proponent
Attachments: 130220 Letter in Support of Mass Ave Rehabilitation - FINAL WITH CLOSE-QUOTE REPAIRED.pdf

Dear Ms. Sloan,

Thank you for your time on the telephone this morning. I am copying my correspondence to some of the other leaders in the East Arlington Livable Streets Coalition, whose position favors the Town of Arlington's plans for rehabilitation of the Massachusetts Avenue corridor through East Arlington.

Our phone conversation was hampered by sketchy reception, but I think I copied down this information accurately.

- Written correspondence is still being assembled. Some of it -- including my own letter -- appears to still be making its way from Chief Engineer Broderick to your boss and to your hands.
- You are sending the correspondence as it is received to the stenographer who is preparing the record of the public hearing. This process will take several weeks, owing to the length of the hearing on Tuesday night. Correspondence will be included alongside the transcript of the proceedings on Tuesday night.
- To date, correspondence that you have received includes roughly 9 letters, 7 emails, and the 300+ individually signed letters delivered in person by Mr. Berger on Tuesday night. Again, this excludes letters in possession currently of Chief Engineer Broderick and your supervisor (again, including my own letter, which was mailed last week).
- It is not possible for citizens to review the correspondence collected by MassDOT until the transcript is prepared, which means waiting until the stenographer completes his work.

I have attached for your information a PDF of the letter which I signed in ink and sent to Chief Engineer Broderick. I should note that I found a typo in the letter; a close-quote was missing from the fourth paragraph. I inserted the close-quote in pen before signing the letter to Chief Engineer Broderick. In the attached PDF, I have amended the letter to include the close-quote in the text.

Thanks for your information! Please let me know when the transcript of the hearing is ready.

If you could reply and let me know for sure the deadline for receiving letters, I would be grateful.

Many thanks for all of your work on this project and on transportation maintenance and improvements for the Commonwealth.

With kind regards,

-- Douglass Taft Davidoff

douglass.davidoff@gmail.com

Resident of 45 Fairmont Street, East Arlington

DOUGLASS TAFT DAVIDOFF

Post Office Box 425541 ■ Cambridge, Massachusetts 02142 ■ Telephone (617) 655-7520 ■ Email douglass.davidoff@gmail.com

February 20, 2013

Mr. Thomas F. Broderick, P.E., Chief Engineer
Massachusetts Department of Transportation
10 Park Plaza
Boston, Massachusetts 02116

*Attention: Project Management Section, Project File No. 604687
Massachusetts Avenue in East Arlington*

Dear Mr. Broderick:

My name is Douglass Taft Davidoff. This letter is my expression of full support for the Town of Arlington's plan to rehabilitate and improve Massachusetts Avenue in the East Arlington neighborhood from Pond Street to the town line at Alewife Brook. I am an Arlington resident, though you might note that I receive my mail at a post office box in Cambridge. I live (and vote) in Arlington at 45 Fairmont Street, #2.

I write because an out-of-state job assignment may prevent me from attending the February 26th hearing.

I am disappointed with the dynamics of the public participation process that resulted in establishment of the February 26th hearing. I believe the February 26th hearing represents acquiescence by public servants to bludgeoning from opponents of the project, chiefly the Concerned Citizens Committee. The group contends it has been shut out of the process and has not had an opportunity to be heard. My experience after living in Arlington for four years is that the leaders of the CCC are visible and heard at every public meeting I have attended. These leaders seem to have access to all the materials to which I as another citizen have access. Far from being victims of efforts to shut them out, they are in fact now the impelling drivers of the process toward a public hearing and toward an unnecessary town referendum. Their successful technique is repetitive bullying attacks. They deserve not sympathy for being shut out, but scorn for throwing impediments into the process.

"Chutzpah," classically defined, "is the person who murders his or her parents and pleads to the court for mercy on the grounds of being an orphan." To this definition, we in Massachusetts can now add a corollary: "Chutzpah is the act, after thoroughly participating in a process and losing at critical steps, of pleading that the process should be continued because there were not enough opportunities to win." Those people who have hewn to the governance and planning process in Arlington are the victims, not the compatriots of the CCC. We are the victims of people with an abundance of chutzpah, an abundance of money-- and a losing hand of arguments.

I support the plans by the Town of Arlington to rehabilitate and improve Massachusetts Avenue in East Arlington between Pond Street and Alewife Brook for these reasons:

- 1. Pedestrian Safety While Crossing the Street.** I wish I could be a bicyclist. But of late, I cannot. I have been hobbled by many injuries to my feet, many surgeries followed by long periods of recuperation, and a requirement to use all sorts of medical equipment: surgical shoes, canes, crutches, braces, etc. I do not cross Massachusetts Avenue easily in its current configuration. I desire the pedestrian crossing improvements set forth in the Town's plan. I wish to cross without risk of physical harm.
- 2. Pedestrian Safety, on the Sidewalk.** I support reconfiguration of sidewalks to make pedestrian safety and ease of travel through the corridor a priority.

-
- 3. Vehicular Safety.** I believe the Town's plan to allocate lanes to eastbound and westbound traffic is creative, thoughtful, and useful. I realize it may entail occasional loss of service. I also believe it will encourage better and safer motoring experiences.
- 4. Bicycle Safety.** It is a fact of life that bicycles will use Massachusetts Avenue -- the "Main Street" or "High Street" of Arlington -- in large measure for the same reason that motorists do. It is the central thoroughfare of our town. I do not like driving in shared lanes with a high quantity of bicyclists. It scares me. The margin for error is small. In every way, bicyclists lose when using shared lanes. I welcome dedicated bicycle lanes.
- 5. Sharing the Road Wisely.** The suggestion by opponents of the Town's plan that bicyclists should be shunted to the Minuteman Trail because it is designed for bicyclists (though shared with pedestrians) is as valid as my suggestion, made in jest to the Board of Selectmen two months ago, that motorists should be shunted to Route 2 (Concord Turnpike) because it is designed for motor vehicles. The fact is that Mass Ave's alignment is desirable to all modes of travelers. It runs through the center of town. Each mode of travel needs to be accommodated well and safely. Shared bicycle and motoring lanes simply put bicyclists at greater risk than motorists, and build resentment among motorists for the supposed imposition of bicyclists. If the bicyclists had a safe and separate travel lane, there would be no fear among motorists and a lot less resentment, too.

I am sure that flaws in the Town's plan can be found. We are all flawed, and no one and no document is free from error. I hope that in the main, the Commonwealth of Massachusetts and the United States Transportation Department will see fit to endorse the Town's plans and allow it to move forward. Errors should be corrected, not used to discard years of work and compromise.

The Town's process has been open and thorough, despite the bludgeoning attacks of opponents. The Town's plan is reasonable and thorough. The plan improves transportation for all and encourages more activity in a neighborhood ready to burst forth with economic vibrancy. I hope this hearing will be followed by an expression of support for the Town from the state and federal highway authorities, along with permission to proceed.

Sincerely yours,

Douglass T. Davidoff

P.S. Please don't give into the argument that a referendum is coming up. This is just more chutzpah. Manipulating public opinion to create a referendum and then pleading for restraint based on the sudden presence of the referendum is perilously close to that classic definition of chutzpah I related above. The time to proceed is here.

cc:

Pamela Stevenson, Administrator, Federal Highway Administration
Tomasz Janikula, Project Manager, Federal Highway Administration
Linda Weiner, Town of Arlington
Philip Goff and Chad Gibson, East Arlington Livable Streets Coalition
Members of the Arlington Board of Selectmen

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Friday, March 01, 2013 2:20 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Project No. 604687 - Reconstruction of Mass. Ave. Arlington

FYI

From: bobrj45@verizon.net [mailto:bobrj45@verizon.net]
Sent: Wednesday, February 27, 2013 3:18 PM
To: DOT Feedback Highway
Subject: Project No. 604687 - Reconstruction of Mass. Ave. Arlington

Dear Mr. Broderick,

Thank you and your team for your time, patience, and willingness to hear both sides of the issues concerning this project at the February 26th Design Public Hearing. Your professional demeanor was appreciated.

I like the idea of what this project will do for the area, mainly in terms of pedestrian safety. However, I am very troubled by the decision to leave the bus stop in its present location in front of Comella's restaurant. Leaving the bus stop at this location does not address pedestrian or bicyclist safety issues and may bring about more confusion at that corner by having bicyclist, right turn lane vehicles and buses all competing for the same corner at the same time. Buses often pull into the stop with the rear left side projecting out in to the travel lane because they do not have adequate approach distance especially when two buses approach at the same time. Right-turning traffic behind a bus will miss the light cycle and drivers may be tempted to pull out into the bike and straight-ahead lanes to go around the bus. This bus stop should be located on the east side of Lake St.

I was told the reason for not locating the bus stop on the east side of Lake St. was "the businesses east of Lake St., particularly Christo's Market, objected". I suspect their objection is based on not wanting to lose the parking space on the street where their truck is allowed to park for most of the day. This seems to be an exception where the tail is being allowed to wag the dog. I urge you to take another look into this and consider a redesign of this intersection. Many of the small shops along Mass. Ave. have become rooted in the community and I fear for their existence in terms of enduring the major disruption that will go on for eighteen or more months.

The following are comments about issues outside and not included in the scope of your project but will be the subject of criticisms of the result of your project when completed:

- Overhead wiring and utility poles are not shown on any of the landscape renderings but will remain and upon completion of the project many will be disappointed in seeing this unsightly distraction and Massdot will be criticized for not factoring this into the design.
- Despite the studies that claim there will be no increase in traffic diverting to the side streets and speeding on these streets is not a problem the residents on these streets, especially those with small children, would disagree and are concerned about how much worse it will be like for them upon completion of the project. Speed humps (3"H x 20'-30' L) on streets such as Bates Rd., Cleveland St., Lake St., Marathon St. and Winter St. would go a long way in slowing down the race to Mass. Ave. and Broadway. Massdot will be criticized for not factoring this into the design.

I suggest you issue a PR statement clearly identifying things that are not included in the project and pass it on to the town for consideration so that you are not held accountable for perceived expectations. My experience has been that it is as important to state in a proposal what is not included as to what is to eliminate any perceived expectations.

I will send you photos of street scenes that may help you to understand my comments.

Sincerely,

Bob Radochia
45 Columbia Rd
Arlington, MA 02474

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, February 25, 2013 3:18 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Mass Ave Project, Arlington

FYI...

From: Laura Wiener [mailto:LWiener@town.arlington.ma.us]
Sent: Monday, February 25, 2013 8:35 AM
To: DOT Feedback Highway
Subject: Mass Ave Project, Arlington

I am forwarding this letter at the request of the sender.

Laura Wiener, Senior Planner
Arlington Planning and Community Development
Town Hall
Arlington, MA 02476
781 316-3091

-----Original Message-----

From: Steven Kurland <stekurl@gmail.com>
To: LWiener@town.arlington.ma.us
Cc: Jeff Broadman <jbroadman@gmail.com>
Date: Sun, 24 Feb 2013 20:08:33 -0500
Subject: Mass Ave Project

Hello Laura-

I will be unable to attend the Tuesday night meeting, but I would appreciate it if you would submit this letter for me:

Arlington Residents and Businesses:

I have been involved in the Mass Ave. project for several years now. I am a member of the Mass Ave. Committee and also served on the Arlington Traffic Advisory Committee. I would like to re-state my wholehearted support of the project.

As a business member in Arlington (Za at 138 Mass.), I feel that the project will enhance quality of life for residents and the business environment. From the beginning, the project has been as inclusive as it can be. There have been multiple open meetings. First, these meetings looked for a consensus on whether to do the project. Then the meetings focused on how best to do it. Although there are groups who do not want the project to go forward, the Town Selectmen did vote in favor of it, I think this was the proper decision and I think we should all work together to make the project as beneficial and effective as possible.

Quality of Life for residents will be enhanced by the project. The streets will be repaired, the sidewalks will be beautified, and pedestrians, bicyclists, and automobiles will be better able to share the roads. Businesses will appreciate that East Arlington will be more of a cohesive area- an area people can come to see a movie, grab a bite, and shop.

Finally, the funding for this project is coming from outside funds (federal and state), saving Arlingtonians several million dollars in taxes. The roads must be repaired and, in order to do it with federal money, we must adhere to federal guidelines (traffic lanes, bicycle paths, etc.). We should be doing these things anyway in order to support our residents and businesses.

Thank you for your consideration and to all those who are working to move the Mass Ave. Project forward.

Steve Kurland
Za
138 Massachusetts Ave.
781 316-2334

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Tuesday, February 26, 2013 10:04 AM
To: Sloan, Kimberley (DOT)
Subject: FW: Mass Ave Meeting

FYI

From: Laura Wiener [mailto:LWiener@town.arlington.ma.us]
Sent: Tuesday, February 26, 2013 8:44 AM
To: DOT Feedback Highway
Subject: Fwd: Mass Ave Meeting

Can you make this part of the record?

Laura Wiener
Arlington Planning and Community Development
Town Hall
Arlington, MA 02476
781 316-3091

-----Original Message-----

From: Carol Band <band_carol@hotmail.com>
To: Laura Wiener <lwiener@town.arlington.ma.us>
Date: Tue, 26 Feb 2013 07:24:48 -0500
Subject: Mass Ave Meeting

Hi Laura -

I can't make the meeting tonight, but I want to go on record as being in total and enthusiastic support for the Mass Ave project.

It's long overdue and will make this area better for businesses, pedestrians and drivers. It's exactly the right and forward thinking thing to do.

Don't let this great opportunity be derailed by a few angry individuals who don't understand good planning practice.

Thanks for adding my opinion to the soup-

Carol Band
617-930-2067

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Tuesday, February 26, 2013 2:31 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Supporting the Mass Ave project in Arlington

FYI

From: Amy & Simon Horsburgh [mailto:thehorsburghs@rcn.com]
Sent: Tuesday, February 26, 2013 12:55 PM
To: DOT Feedback Highway
Subject: Supporting the Mass Ave project in Arlington

To whom it may concern at Mass DoT,

My husband and I want to express our full support for the Mass Ave improvement project in Arlington. We cannot attend the meeting in Arlington tonight, but want to add our voices to the many that have spoken out in support of this project. We don't think it is necessary to explain our position, as the benefits of the project have been expressed time and again by many members of the Arlington community.

Sincerely,
Amy and Simon Horsburgh
18 Buena Vista Rd.
Arlington MA 02476

From: DOT Feedback Highway
Sent: Monday, February 25, 2013 3:18 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Mass Ave Project, Arlington
FYI...

From: Laura Wiener [mailto:LWiener@town.arlington.ma.us]
Sent: Monday, February 25, 2013 8:35 AM
To: DOT Feedback Highway
Subject: Mass Ave Project, Arlington

I am forwarding this letter at the request of the sender.

Laura Wiener, Senior Planner
Arlington Planning and Community Development
Town Hall
Arlington, MA 02476
781 316-3091

-----Original Message-----

From: Steven Kurland <stekurl@gmail.com>
To: LWiener@town.arlington.ma.us
Cc: Jeff Broadman <jbroadman@gmail.com>
Date: Sun, 24 Feb 2013 20:08:33 -0500
Subject: Mass Ave Project

Hello Laura-

I will be unable to attend the Tuesday night meeting, but I would appreciate it if you would submit this letter for me:

Arlington Residents and Businesses:

I have been involved in the Mass Ave. project for several years now. I am a member of the Mass Ave. Committee and also served on the Arlington Traffic Advisory Committee. I would like to re-state my wholehearted support of the project.

As a business member in Arlington (Za at 138 Mass.), I feel that the project will enhance quality of life for residents and the business environment. From the beginning, the project has been as inclusive as it can be. There have been multiple open meetings. First, these meetings looked for a consensus on whether to do the project. Then the meetings focused on how best to do it. Although there are groups who do not want the project to go forward, the Town Selectmen did vote in favor of it, I think this was the proper decision and I think we should all work together to make the project as beneficial and effective as possible.

Quality of Life for residents will be enhanced by the project. The streets will be repaired, the sidewalks will be beautified, and pedestrians, bicyclists, and automobiles will be better able to share the roads. Businesses will appreciate that East Arlington will be more of a cohesive area- an area people can come to see a movie, grab a bite,

2/25/2013

Finally, the funding for this project is coming from outside funds (federal and state), saving Arlingtonians several million dollars in taxes. The roads must be repaired and, in order to do it with federal money, we must adhere to federal guidelines (traffic lanes, bicycle paths, etc.). We should be doing these things anyway in order to support our residents and businesses.

Thank you for your consideration and to all those who are working to move the Mass Ave. Project forward.

Steve Kurland

Za

138 Massachusetts Ave.

781 316-2334

Trepanier, Michael (DOT)

From: refdesk@world.std.com
Sent: Friday, February 15, 2013 1:56 PM
To: Trepanier, Michael (DOT)
Subject: Rachael Stark from Walking In Arlington on East Arlington Mass. Ave. redesign - Wendy Landman of WalkBoston suggested I contact you

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Michael Trepanier

Wendy Landman from WalkBoston suggested I contact you. I tried the phone number she gave me, 617-973-8250, but got a fast busy.

I am the Founder and Chair of Walking In Arlington, a community based pedestrian advocacy, walking safety and transportation justice group. I have been active in Arlington and Massachusetts pedestrian advocacy and sustainable transit for about 13 years. I like to think that I am one of the respected voices in Arlington pedestrian and transit issues.

I plan to attend meeting about Mass. Ave. in East Arlington on Feb 26, 2013 at 7pm at Arlington Town Hall (730 Mass. Ave.). I would very much appreciate an opportunity to speak. I have another meeting that evening, so would very much appreciate an opportunity to speak early, if that is possible. Ideally I'd prefer to speak before 7:30pm, but I can go to my other meeting a bit late, if need be.

Here are some of my thoughts about the upcoming meeting, and the process in general, as it has unfolded over the last many months. I have attended a number of meetings and events related to East Arlington Mass. Ave redesign. I think we have a very big people problem. The engineering aspects have long since been overshadowed by the cultural, emotional and social elements. The people problem is where our focus needs to be.

Please find below my perspective and some suggestions about how to make the process more successful. I would very much appreciate hearing your thoughts and feelings on my perspective. If there is any way I can help, I would welcome that opportunity.

One of the big problems with all this is that we did not have the experts we needed when this all began. For engineering, we had engineers. But we had no expert meeting facilitators, or if we had them, we did not use them. The engineers did a poor job at meeting facilitation, which turned into feelings of hurt, upset, insult, offense and not being listened to. Meeting facilitation and social skills are often not the expertise of engineers. There is no reason to think they would have the expertise to do this well, and they did not.

Once the snowball of hurt and divisiveness got started, it rolled downhill and, eventually, got so big it crushed the project underneath it. We have been trying to clean up those problems for the last many months. We have spent a lot of money because no one hired an expert meeting facilitator up front. Now that we have a backlog of hurt and divisiveness, we especially need someone to facilitate meetings whose expertise is in people, process, coalition building and meeting facilitation. Until and unless we have that, the fight will just go on and on.

Who will be facilitating this meeting? We need someone who can moderate discussion, by engineers, consultants, politicians, Town staff, the public, and whoever else is expected. If there is any hope of bringing back a sense of working together toward a shared good, we must have little lecture and much conversation. No one should be allowed to speak at huge length.

That includes politicians, engineers, or members of the public. Everyone should get a short, but adequate, time to talk. The facilitator has to have the authority to start and stop anyone from speaking. We stay till all have spoken a fair amount of time. Or we face another long round of contentious meetings.

We can have a Mass Ave plan that will be widely supported and successful, if we pay attention to social factors and social skills. If we just keep pouring more engineering onto the fire, it will continue to burn. This is not about engineering any more, it is about identity, feeling and belief. We address that well and we can succeed. We ignore it and we fail. Thank you.

Yours On Foot
Rachael Stark
Walking In Arlington
Founder and Chair
refdesk@world.std.com
781-648-4477 home phone
781-354-5039 text and cell

39 Amherst St
Arlington, MA 02474
6 February 2013

RECEIVED

FEB 13 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E., Chief Engineer, MassDOT,
10 Park Plaza, Boston, MA 02116

Re: Reconstruction of Massachusetts Avenue from Pond Lane to the Cambridge City Line, Project 604687

Dear Mr. Broderick,

I will be out of town during the 2/26 public hearing, so am commenting, as an individual, via this letter. I am a member of Arlington's Transportation Advisory Committee (TAC), Bicycle Advisory Committee (ABAC) and Town Meeting member, so am familiar with the turns this project has taken over the past 12 years.

As a member of TAC, and as a citizen who has a car, bicycle, MBTA pass and walking shoes, I am keenly aware of the need to balance the safety and mobility needs of our various modes of transportation. The current plan attempts to strike this balance. I supported it at the 25% design hearing and, although I am concerned about the recent erosion of pedestrian safety features, continue to do so.

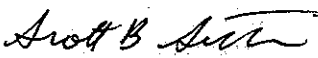
This project had its origins back in 2001, when, after two pedestrian fatalities on Mass Ave, Arlington Town Meeting voted a warrant article to include "appropriate lane markings" on Mass Ave. Reducing the number of travel lanes was part of that debate, and was motivated by the desire to improve pedestrian safety by providing shorter pedestrian crossings with refuge islands at at least a few locations. Recent relevant FHWA safety publications include the 2004 report on uncontrolled crosswalks (FHWA-HRT-04-100) and the guidance on proven safety countermeasures (FHWA-SA-12-011 and FHWA-SA-12-013).

I have not had an opportunity to review the HCM-based analysis mentioned in the FHWA memorandum of January 23, 2013, so cannot comment on its validity except to note that the greater increase in delay in the 2-lane eastbound direction is (a) counterintuitive and (b) seems to support Fay Spofford Thorndike's position that the reduced number of through lanes does not significantly impede traffic flow.

This analysis is also of limited relevance because HCM does not explicitly look at safety. In particular, the statement in the FHWA memo that "pedestrian operation is not significantly affected by the project," might be misinterpreted as saying, falsely, that pedestrian safety is not affected.

Finally, I disagree strongly with the Concerned Citizens Committee claim of inadequate public involvement. The second page of this letter contains a brief history of the major public meetings, Town Meeting votes, and Town elections where the project has been a factor.

Thank you for your consideration in what has been a very lengthy process.


Scott B. Smith

Cc John McVann, FHWA;
Laura Wiener, Town of Arlington

2013 FEB 13 A 9:09

A Brief History of Public Involvement in the Mass Ave Project:

After 2 pedestrian fatalities in the late 1990s, Arlington Town Meeting voted a warrant article in 2001 to include "appropriate lane markings" on Mass Ave. Reducing the number of travel lanes was part of that debate, and was motivated by recent FHWA-sponsored research revealed that marked uncontrolled crosswalks on multilane undivided roads presented significant safety problems (FHWA-HRT-04-100 and its references).

In 2002, the town had Louis Berger look at some possible lane configurations to assess feasibility, finding that for most of the corridor, reducing the number of travel lanes would be feasible. Results were presented in public meetings in East Arlington. The Town then began work to secure funding for the project.

The current project was introduced at a public meeting and separate public workshop in October 2008.

The public was invited to review the initial draft plan in February 2009. In April 2009, the Selectmen hosted a hearing at the Hardy School that was attended by hundreds. Given the significant public interest and lack of consensus, the Selectmen delayed the project, inviting members of the Concerned Citizens Committee (CCC) to join the existing project review committee.

More than 300 people attended the 25% design hearing in April 2011. Some 75 people spoke, the majority indicating support.

In the 2010, 2011 and 2012 Town elections, the CCC put forth a candidate for Selectmen, Maria Romano, who was defeated by pro-project candidates all three years.

In April 2012, some 80 people attended a workshop at the Hardy School to review and comment on the draft 75% design plan.

In May 2012, CCC members brought a warrant article to Town Meeting aimed at delaying the project by rescinding the eminent domain authority for the easements. It was defeated by a 3 to 1 margin.

In addition to the events mentioned above, there have been dozens of public meetings of Town Committees, such as the TAC and the Board of Selectmen, where this project has been on the agenda.

References:

FHWA-HRT-04-100 "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines" <http://www.fhwa.dot.gov/publications/research/safety/04100/>

FHWA-SA-12-011 "Proven Safety Countermeasures: Medians and Pedestrian Crossing Islands in Urban and Suburban Areas" http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_011.htm

FHWA-SA-12-013 "Proven Safety Countermeasures: Road Diet (Roadway Reconfiguration)" http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm

RECEIVED

39 Amherst St
Arlington, MA 02474
6 February 2013

FEB 13 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E., Chief Engineer, MassDOT,
10 Park Plaza, Boston, MA 02116

Re: Reconstruction of Massachusetts Avenue from Pond Lane to the Cambridge City Line, Project 604687

Dear Mr. Broderick,

I will be out of town during the 2/26 public hearing, so am commenting, as an individual, via this letter. I am a member of Arlington's Transportation Advisory Committee (TAC), Bicycle Advisory Committee (ABAC) and Town Meeting member, so am familiar with the turns this project has taken over the past 12 years.

As a member of TAC, and as a citizen who has a car, bicycle, MBTA pass and walking shoes, I am keenly aware of the need to balance the safety and mobility needs of our various modes of transportation. The current plan attempts to strike this balance. I supported it at the 25% design hearing and, although I am concerned about the recent erosion of pedestrian safety features, continue to do so.

This project had its origins back in 2001, when, after two pedestrian fatalities on Mass Ave, Arlington Town Meeting voted a warrant article to include "appropriate lane markings" on Mass Ave. Reducing the number of travel lanes was part of that debate, and was motivated by the desire to improve pedestrian safety by providing shorter pedestrian crossings with refuge islands at at least a few locations. Recent relevant FHWA safety publications include the 2004 report on uncontrolled crosswalks (FHWA-HRT-04-100) and the guidance on proven safety countermeasures (FHWA-SA-12-011 and FHWA-SA-12-013).

I have not had an opportunity to review the HCM-based analysis mentioned in the FHWA memorandum of January 23, 2013, so cannot comment on its validity except to note that the greater increase in delay in the 2-lane eastbound direction is (a) counterintuitive and (b) seems to support Fay Spofford Thorndike's position that the reduced number of through lanes does not significantly impede traffic flow.

This analysis is also of limited relevance because HCM does not explicitly look at safety. In particular, the statement in the FHWA memo that "pedestrian operation is not significantly affected by the project," might be misinterpreted as saying, falsely, that pedestrian safety is not affected.

Finally, I disagree strongly with the Concerned Citizens Committee claim of inadequate public involvement. The second page of this letter contains a brief history of the major public meetings, Town Meeting votes, and Town elections where the project has been a factor.

Thank you for your consideration in what has been a very lengthy process.


Scott B. Smith

Cc John McVann, FHWA;
Laura Wiener, Town of Arlington

2013 FEB 13 A 9 09

A Brief History of Public Involvement in the Mass Ave Project:

After 2 pedestrian fatalities in the late 1990s, Arlington Town Meeting voted a warrant article in 2001 to include "appropriate lane markings" on Mass Ave. Reducing the number of travel lanes was part of that debate, and was motivated by recent FHWA-sponsored research revealed that marked uncontrolled crosswalks on multilane undivided roads presented significant safety problems (FHWA-HRT-04-100 and its references).

In 2002, the town had Louis Berger look at some possible lane configurations to assess feasibility, finding that for most of the corridor, reducing the number of travel lanes would be feasible. Results were presented in public meetings in East Arlington. The Town then began work to secure funding for the project.

The current project was introduced at a public meeting and separate public workshop in October 2008.

The public was invited to review the initial draft plan in February 2009. In April 2009, the Selectmen hosted a hearing at the Hardy School that was attended by hundreds. Given the significant public interest and lack of consensus, the Selectmen delayed the project, inviting members of the Concerned Citizens Committee (CCC) to join the existing project review committee.

More than 300 people attended the 25% design hearing in April 2011. Some 75 people spoke, the majority indicating support.

In the 2010, 2011 and 2012 Town elections, the CCC put forth a candidate for Selectmen, Maria Romano, who was defeated by pro-project candidates all three years.

In April 2012, some 80 people attended a workshop at the Hardy School to review and comment on the draft 75% design plan.

In May 2012, CCC members brought a warrant article to Town Meeting aimed at delaying the project by rescinding the eminent domain authority for the easements. It was defeated by a 3 to 1 margin.

In addition to the events mentioned above, there have been dozens of public meetings of Town Committees, such as the TAC and the Board of Selectmen, where this project has been on the agenda.

References:

FHWA-HRT-04-100 "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines" <http://www.fhwa.dot.gov/publications/research/safety/04100/>

FHWA-SA-12-011 "Proven Safety Countermeasures: Medians and Pedestrian Crossing Islands in Urban and Suburban Areas" http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_011.htm

FHWA-SA-12-013 "Proven Safety Countermeasures: Road Diet (Roadway Reconfiguration)" http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm

February 25, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116

Attention: Project Management Section, Project File No. 604687.

Dear Mr. Broderick,

I would like to submit the following comments and letter of support for the February 26, 2013 Mass Ave. Corridor Improvement Project Public Hearing:

Anyone who lives in East Arlington knows how dangerous the current layout of Mass Ave is right now for patrons of the businesses, pedestrians, drivers, cyclists and persons with disabilities. People should be able to travel to and through this part of town in a relatively safe and orderly manner. When I look at the MassAve corridor plans and all the options that have been presented, I think to myself, do I want a transportation system that is integrated into the town – or a highway blowing through town from point a to point b? To my wife and I, the answer is easy: structured lanes to accommodate the high volumes of traffic during the relatively brief peak hours, dedicated turning lanes, parking, accommodations for buses, cars and bikes, safe crossings, wider sidewalks, and more pedestrian and ADA amenities. The most current plan is a compromise that addresses all stakeholders issues.

There have been some concerns raised regarding the current plan and the traffic studies that suggest four lanes may be more appropriate at some point in the future. Traffic studies do not measure quality of life – the human element is almost completely lost. We are not in the 50's anymore designing communities solely for cars. As a result, context sensitive design standards have been integrated into local, state and federal highway design requirements. This project, as proposed, does exactly that – accommodates and considers all modes of transportation, while respecting the community that this project passes through.

Four lane roads are difficult to cross and would continue to prolong the disconnection in this part of Arlington. The three-lane plan is the only way to provide some of the critical pedestrian safety improvements at the non-signalized crosswalks – improving pedestrian safety and connecting businesses and community amenities on both sides of Mass. Ave. The three-lane plan also encourages more orderly traffic patterns and creates needed space for parking and cyclists.

Lets not lose focus on the bigger picture for these improvements – a safe and walkable, bikable, drivable, transit accessible community that benefits businesses and residents and recognizes the fact that there is more to this design than just getting from point a to point b, it's about recognizing and respecting what's in between these points: we are what is between these points. It's a public safety and quality of life issue for all Arlington visitors, businesses and residents.

The current plan has already proven its consistency with local and state transportation and town planning objectives. It is also worth noting that the proposed plan is also fully consistent with all of the following US DOT FHA objectives:

- Promote safety,
- Improve air quality,
- Respect the natural environment through Context Sensitive Solutions,
- Improve social equity by improving access to jobs, health care and other community services,
- Create additional opportunities for the positive effects of walking, biking, public transportation, and ride- and vehicle-sharing,
- Conduct research on transportation's role in improving quality of life.

Source: FHA Website: http://www.fhwa.dot.gov/planning/health_in_transportation/

This project would actually make a great case study for the FHA since the project, as proposed, is really all about improving the quality of life for everyone.

Redistributing and reorganizing the current width of Mass Ave will result in a more efficient and effective flow of traffic and improve the quality of life for drivers, pedestrians, cyclists, the physically disabled, business owners and everyone who come to or passes through East Arlington. Let's make this portion of East Arlington more healthy and vibrant - don't super-size it to four lanes!

Thank you for the opportunity to comment and I look forward to seeing this project move forward for the betterment of all residents, businesses, commuters and visitors to and through East Arlington.

Sincerely,

Neil Angus
5 Melrose Street
Arlington, MA 02474
617.620.6095

Melonie Marple
5 Melrose Street
Arlington, MA 02474

cc: Laura Wiener, Senior Planner, Town of Arlington
Carol Kowalski, Director of Planning, Town of Arlington

Thomas F. Broderick
P.E. Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Thomas,

I was recently made aware of the DOT's Public Hearing on February 26 to review the Mass Ave Corridor plan. My understanding is that its main concern is the anticipated 26 second delay during evening peak hour in 2028 for westbound traffic.

Even though I don't live in East Arlington, I would like to take this opportunity to provide some constructive criticism.

I grew up in The Netherlands, a country known for its bike friendliness. Traffic infrastructure is not designed to favor the abundance of bicycles, but rather to provide a balance between all modes of transportation, as well as safety and economic interests.

Many major thoroughfares in Amsterdam and other cities have separate and sometimes elevated bike lanes in both directions, reasonably wide sidewalks, a single car lane in both directions, and often a center lane for exclusive use of trams and buses, taxis, police cars, ambulances, and fire engines.

While initial resistance to the introduction of this multi-modal infrastructure was comparable to that encountered in Arlington, the foresight of the Dutch traffic and city planners has proven to be invaluable:

- Reduction of traffic congestion
- Reduction in accidents
- Increased use of all modes of transportation other than passenger cars, resulting in an overall reduction of gas usage and pollution
- Increased store traffic benefiting current merchants and attracting new ones
- A more livable environment, encouraging people to visit and interact, and promoting the reputation of the city or town.

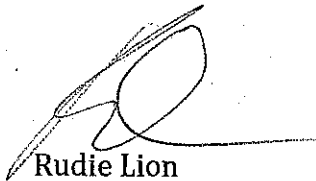
As far as cars are concerned: they have adapted. Many people have started using alternative and healthier forms of transportation, others are appreciative of the trade-off between safer and more orderly traffic for all and a little more time in reaching their destination.

RECEIVED
FEB 27 2013
MassDOT
PROJECT MANAGEMENT

While I recognize that cultural, geographical, and economic differences exist, the common binder is our view of the future. In my view maintaining a 26 second pass-through for one hour per day in one direction 15 years from now, does not weigh up to gains made for the town's image, the economical prosperity of our merchants, the safety of our elderly, disabled and anyone wishing to cross Mass Ave, and the health and living conditions of our children.

It seems to me the public process has gone on for far too long. I urge you to approve the Board of Selectmen's current three-lane plan and move the Mass Ave project to 100% design.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Rudie Lion', with a stylized flourish extending to the right.

Rudie Lion
20 Linden Street
Arlington, MA 02476

2017 JUN 10 10:52

Thomas F. Broderick
P.E. Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Thomas,

I was recently made aware of the DOT's Public Hearing on February 26 to review the Mass Ave Corridor plan. My understanding is that its main concern is the anticipated 26 second delay during evening peak hour in 2028 for westbound traffic.

Even though I don't live in East Arlington, I would like to take this opportunity to provide some constructive criticism.

I grew up in The Netherlands, a country known for its bike friendliness. Traffic infrastructure is not designed to favor the abundance of bicycles, but rather to provide a balance between all modes of transportation, as well as safety and economic interests.

Many major thoroughfares in Amsterdam and other cities have separate and sometimes elevated bike lanes in both directions, reasonably wide sidewalks, a single car lane in both directions, and often a center lane for exclusive use of trams and buses, taxis, police cars, ambulances, and fire engines.

While initial resistance to the introduction of this multi-modal infrastructure was comparable to that encountered in Arlington, the foresight of the Dutch traffic and city planners has proven to be invaluable:

- Reduction of traffic congestion
- Reduction in accidents
- Increased use of all modes of transportation other than passenger cars, resulting in an overall reduction of gas usage and pollution
- Increased store traffic benefiting current merchants and attracting new ones
- A more livable environment, encouraging people to visit and interact, and promoting the reputation of the city or town.

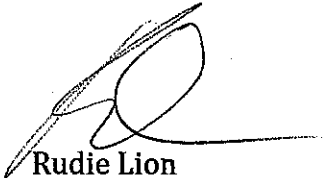
As far as cars are concerned: they have adapted. Many people have started using alternative and healthier forms of transportation, others are appreciative of the trade-off between safer and more orderly traffic for all and a little more time in reaching their destination.

RECEIVED
FEB 27 2013
MassDOT
PROJECT MANAGEMENT

While I recognize that cultural, geographical, and economic differences exist, the common binder is our view of the future. In my view maintaining a 26 second pass-through for one hour per day in one direction 15 years from now, does not weigh up to gains made for the town's image, the economical prosperity of our merchants, the safety of our elderly, disabled and anyone wishing to cross Mass Ave, and the health and living conditions of our children.

It seems to me the public process has gone on for far too long. I urge you to approve the Board of Selectmen's current three-lane plan and move the Mass Ave project to 100% design.

Sincerely.

A handwritten signature in dark ink, appearing to read 'Rudie Lion', with a stylized flourish extending to the right.

Rudie Lion
20 Linden Street
Arlington, MA 02476

2017 FEB 17 052

Letter of Support for Mass Ave Corridor Plan

February 26, 2013

To Whom It May Concern:

Last November, I opened a retail shop on Mass Ave in East Arlington. I am writing in support of the Mass Ave Corridor Plan which would transform the current avenue into three automobile traffic lanes and two bicycle lanes.

Since my business has been operating, I have seen a serious need for traffic calming measures. The current roadway is dangerous for both drivers and pedestrians alike. Without specific lanes and bike paths, driving, bicycling or crossing the street is haphazard, unpredictable, and risky. Cars and trucks constantly speed along Mass Ave, passing each other without much order and the new plan addresses these problems.

Though I understand the concerns that the road construction could cause short-term problems for local businesses, these worries are outweighed by the long-term benefits that both residents and businesses would gain. The new plan would help by calming traffic, by connecting both sides of Mass Ave for pedestrians, and by adding much needed bicycle infrastructure. I support the Mass Ave Corridor Plan as the best plan for a safer and more accessible neighborhood.

Thank you,

Ellen Aronson
Owner, Salvage Ltd
112 Mass Ave
Arlington, MA 02474

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

Regarding the Massachusetts Avenue Project in East Arlington, I understand that a small group of Arlington residents are on a path to persuade the planning team to eliminate bike lanes from the project. I'm writing in support of the current project design, which includes bicycle lanes.

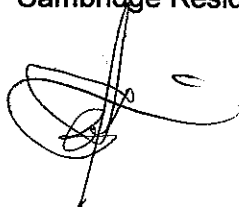
I have been a year-round bicycle commuter in Greater Boston, on the road on two-wheels nearly every day since 2003. I am an extremely conscientious and lucky cyclist to say that I have only been involved in minor accidents during all these years. As such, I consider myself an experienced urban cyclist and am comfortable under extreme cycling conditions (blizzards, for example). Over the years, Mass Ave has become one of my most and least favorite paths. It is the most direct route to get to and from area towns but it is also one of the most dangerous roads for cyclists. Specifically in East Arlington, road conditions not ideal: there are many potholes right where cyclists would ride. The intersection of Route 2 and Mass Ave is particularly intimidating: loads of traffic converge, parked cars' doors flying open at any given time and busses pulling over for stops all impact bicyclists' safety.

Since my primary mode of transportation is by bicycle, my experiences in Arlington have led me to adjust my behavior. I don't go into Arlington for any business I can find around Cambridge, Somerville, or Boston. In looking into purchasing a home, I only briefly considered Arlington as option because it does not feel as bicycle friendly as nearby towns. If this project moves forward without dedicated bicycle facilities, it sets a dangerous precedent for projects throughout the state - that people on bikes are not welcome on the road and further fuel the misunderstanding that "Roads are for cars." This is especially relevant now, after the recent case in Wellesley where the grand jury refused to indict the truck driver in a fatal crash with a cyclist despite ample evidence: <http://www.boston.com/news/local/massachusetts/2013/02/15/cyclists-react-with-anger-after-grand-jury-returns-indictment-wellesley-bike-crash-case/NbaHbWRHk7fpez15fKGZhl/story.html>

I truly believe that building proper infrastructure for bike in Arlington will promote community awareness of bicycling and bring more people to its shops and restaurants. With increased ridership, Arlington could be the next town that Hubway expands into (<http://www.thehubway.com/stations>), bringing more tourists to your town all the way from Boston.

Please consider my input and make plans to allocate space more equitably for all users. Thank you for your time and for your efforts to improve the Commonwealth of Massachusetts.

Sincerely,
Angie Tung
Cambridge Resident



2/19/2013

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

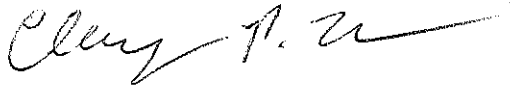
Christopher Mow
130 North Union St.
Arlington, MA 02474
2/20/2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

I was dismayed to learn that a vocal minority in Arlington was successful in calling a hearing to remove the proposed bike lanes from the Mass Ave Corridor Project. As a year-round bicycle commuter, I ride on Mass Ave through East Arlington almost every day. It is a very dangerous road for cyclists: with no clear car lanes nor bicycle lanes, it is difficult to know where each road user is supposed to travel. I very much support bicycle lanes being added to Mass Ave: both for my own safety but also for the safety of cyclists who are not as experienced as myself. If I were a new or novice cyclist and tried riding on Mass Ave through East Arlington, I would be stressed out and fearful for my safety. We need these bicycle lanes so cyclists know they are entitled to use Mass Ave just the same as the cars and other road users who travel it.

Sincerely,



Christopher P. Mow

781-647-5664

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

John H Howard
8 Cogswell Ave
Cambridge, MA 02140

(home) 617-491-9881
(cell) 617-909-3756
February 20, 2013

Thomas F. Broderick, P.E. Chief Engineer, MassDOT
10 Park Plaza Boston, MA 02116

Attention: Project Management Section, Project File No. 604687

To Whom It May Concern:

~~I strongly support Arlington's Mass Ave Plan.~~

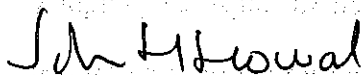
Although I live in North Cambridge, I use Mass Ave from route 16 to Arlington Center on almost a daily basis. My wife works at Fabric Corner in Arlington Center, my son and family live in Kelwyn Manor, and my grandson attends the Hardy School. Before retirement I commuted to Burlington, occasionally by bicycle and frequently by car; in both cases taking Mass Ave from Route 16 to at least Arlington Center.

The lack of properly striped travel lanes makes Mass Ave into a slalom course. You can't stay in the rightmost lane because there's usually a car or truck double-parked there. You can't stay in the left lane because there's often somebody waiting to turn left. Even when traffic is relatively light, there's often somebody driving at 25mph right down the middle of the "lane". All of these encourage frequent lane changes and other risky maneuvers; bad for cars, worse for bikes.

~~Midblock crossings by pedestrians are also a problem.~~ Even in a crosswalk, pedestrians are often dressed in dark clothing and hard to see. Add to this the excessive length of the crosswalk and you sometimes get a situation where a one car waits, but a second car passes them with no opportunity to see the pedestrian.

It is especially important to accommodate bicycles safely. Bike traffic in Cambridge has doubled in the last decade and Mass Ave in Arlington is an important feeder. I do not offer an opinion with respect to dedicated bike lanes, but with them or not, we must ensure that bikes are not forced into the door zone, and that double parking and deliveries not obstruct the path that bikes take. Bicyclists have gotten the short end of the stick for many years; it's no wonder that some (not all) of them show contempt for stop lights. Treat them fairly and their behavior will improve.

In summary, it seems to me that the three lane plan is an appropriate response to the situation along Mass Ave, and I recommend that you get on with it without further delay.



John Howard
8 Cogswell Avenue
Cambridge, MA 02140

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

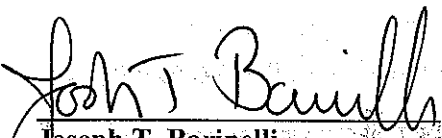
ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE Project
File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT-Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

- 1) I am **against** Town of Arlington's Corridor Project design. I am **not in favor** of putting two 5 foot wide bike lanes on Mass Ave.
- 2) I am **not in favor** of compromising efficiency for driver, small business delivery vehicles and public transportation (busses) in order to add 2 bike lanes. If one chooses to ride a bike (like I do) they (like I do) can use the Minuteman Bike Trail which is safe and nearby.
- 3) I am **in favor** of getting State and Federal money to fix this one mile section of Mass Ave and make the road safer for all users. It seems to me that the common sense plan for EACCC is to make improvements and maintain a safe and efficient road for all users with new street lights, traffic lights, lineage, new curbs and sidewalks where needed and pedestrian activated street lights.
- 4) I have been a resident of Arlington for over Fifty years, lived my childhood on Adams St. 2 house up from Mass Ave (within this one Mile stretch effected by the Corridor Project). My mother still lives on Adams St. and I travel down Mass Ave daily to visit. I know and love this area. I still live in Arlington, but on the west side, so I navigate up and down Mass Ave regularly, whether to visit my mother or to run errands. I feel that the changes proposed by the Town of Arlington will make passage on Mass Ave more difficult by automobile, will create traffic backups and force drivers to take side streets to avoid Mass Ave. As more cars take side streets to avoid Mass Ave the children living in those streets and playing in their driveways will be put at risk from cars trying to avoid the traffic jams. Although biking straight down Mass Ave would be a little faster, The Bikeway is safer and allows one to witness the beauty and history of Spy Pond.


Joseph T. Barinelli
124 Winchester Rd
Arlington, MA 02474
(617)966-4520

FEB 20, 2013

RECEIVED

FEB 22 2013
MassDOT
PROJECT MANAGEMENT

February 20, 2013

Mr. Thomas F. Broderick, P.E., Chief Eng.
MassDOT - Highway Div.
10 Park Plaza,
Boston, MA 01226-3973

Attn: Project Management
RE: Project File No. 604687 -- Mass. Ave. Corridor Project, East Arlington, MA

Dear Mr. Broderick:

As a 20 year resident of East Arlington, I strongly oppose the removal of one traffic lane westbound and the narrowing of two lanes eastbound on Massachusetts Ave. in the above-referenced project.

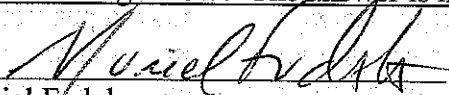
I have read your responses to the Federal Highway Association, and your assertion that 30 public meetings were held on this issue is a BLATANT LIE, WHICH EVEN SELECTMAN KEVIN GREELEY WAS FORCED TO ADMIT PUBLICLY. No public meetings were held for six years. Most of the so-called "public meetings" were not advertised and were mostly attended by a handful of town officials. The other lie that has been publicly promoted is that bike lanes are mandatory. They are not, and the engineer in charge of the project admitted this at the April 2011 Town Hall Meeting.

This plan was forced through by the Selectmen without proper public participation. Clarissa Rowe stated to a resident at the public meeting at the Fox Library: "Don't waste your time; it's a done deal." She said much the same thing to me, stating: "Bicycles are the way of the future."

This plan defies common sense and the strong sentiments of the residents and businesses, particularly in East Arlington. We have TWICE COLLECTED WELL OVER 3,000 SIGNATURES OPPOSING THE REMOVAL OF TRAVEL LANES. We have also PRESENTED THE SIGNATURES OF 80% OF THE BUSINESSES IN EAST ARLINGTON OPPOSING THE REMOVAL OF TRAVEL LANES.

No one listens to the residents or the businesses. A traffic bottle neck will be created whenever two lanes merge into one. The FHWA has found that the engineering firms traffic flow study is flawed, and they failed to do any analysis of the effect of merging two lanes to one. There must be an independent study by a neutral expert engineering firm -- not the same firm that is getting paid for the project. This plan will force more traffic onto the side residential streets and slow the work commute. You can see the effect right now with the snow blocking travel lanes. I experience a much longer commute home.

The needs of the 98% who use the road to get to work and for other necessary life tasks, should not be subordinated to the wishes of the 2% who bicycle for recreation. The bicyclists are a tiny minority, but they are a very vocal lobby. Just answer one question truthfully: How many bicyclists do you see on Mass. Ave. right now? The answer is hardly any to NONE.


Muriel Fudala
17 Marathon St. Arlington, MA 02474

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

15 Fountain Road
Arlington, MA 02476
February 17, 2013

Thomas F. Broderick, P.E.
Chief Engineer,
Mass Dot
10 Park Plaza
Boston, MA 02116

Re: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

I did attend the meeting at the Arlington Town Hall on April 12, 2011 and do not quite understand why this project is still being reviewed.

I thought at that meeting that the presentation made strong safety arguments for the changes to take place and that the majority of people supported these changes.

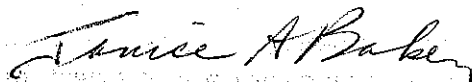
It seems unfair to me that a small persistent group of unsatisfied people can continue to drag out and delay plans for a well thought out, safe plan for traffic on Mass Avenue that also includes a bike lane, safer crossing for pedestrians, and safer turning onto Mass Avenue from Grafton Street. I would think a safer Mass Avenue would be better for Arlington businesses.

As it stands right now, in many places Mass Avenue is only considered one lane on either side by insurance companies when you have an accident – as it is marked as one except for places where you come to an intersection at lights. Some cars straddle the middle of the wide lane while frustrated cars behind wait for an opportunity to pass the slower car – either on the left or the inside!

A bike lane would have been nice when my children were younger. It would have been safer for them too, as they rode their bikes to the playing fields.

When I grew up in town it was a working class community and it may have been more difficult for people to have their voices heard. But today the community has changed tremendously. The people moving in are well educated and have taken active roles within all aspects of our community. Most work hard at being inclusive in any project facing the town. It is time to move forward on this project for the safety and well being of all Arlington's citizens.

Sincerely,



Janice A. Baker

Cc: Federal Highway Administration: Pamela Stevenson, Tomasz Janikula
Laura Wiener, Town of Arlington

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

15 Fountain Road
Arlington, MA 02476
February 17, 2013

Thomas F. Broderick, P.E.
Chief Engineer,
Mass Dot
10 Park Plaza
Boston, MA 02116

Re: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

I did attend the meeting at the Arlington Town Hall on April 12, 2011 and do not quite understand why this project is still being reviewed.

I thought at that meeting that the presentation made strong safety arguments for the changes to take place and that the majority of people supported these changes.

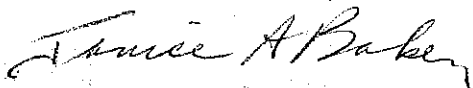
It seems unfair to me that a small persistent group of unsatisfied people can continue to drag out and delay plans for a well thought out, safe plan for traffic on Mass Avenue that also includes a bike lane, safer crossing for pedestrians, and safer turning onto Mass Avenue from Grafton Street. I would think a safer Mass Avenue would be better for Arlington businesses.

As it stands right now, in many places Mass Avenue is only considered one lane on either side by insurance companies when you have an accident – as it is marked as one except for places where you come to an intersection at lights. Some cars straddle the middle of the wide lane while frustrated cars behind wait for an opportunity to pass the slower car – either on the left or the inside!

A bike lane would have been nice when my children were younger. It would have been safer for them too, as they rode their bikes to the playing fields.

When I grew up in town it was a working class community and it may have been more difficult for people to have their voices heard. But today the community has changed tremendously. The people moving in are well educated and have taken active roles within all aspects of our community. Most work hard at being inclusive in any project facing the town. It is time to move forward on this project for the safety and well being of all Arlington's citizens.

Sincerely,



Janice A. Bakey

Cc: Federal Highway Administration: Pamela Stevenson, Tomasz Janikula
Laura Wiener, Town of Arlington

RECEIVED
FEB 22 2013
MassDOT
PROJECT MANAGEMENT

February 20, 1013

Mr. Thomas F. Broderick, P.E., Chief Eng.
MassDOT - Highway Div.
10 Park Plaza,
Boston, MA 01226-3973

Attn: Project Management

RE: Project File No. 604687 -- Mass. Ave. Corridor Project, East Arlington, MA

Dear Mr. Broderick:

As a 20 year resident of East Arlington, I strongly oppose the removal of one traffic lane westbound and the narrowing of two lanes eastbound on Massachusetts Ave. in the above-referenced project.

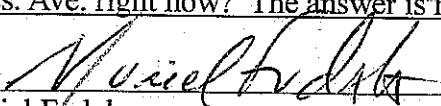
I have read your responses to the Federal Highway Association, and your assertion that 30 public meetings were held on this issue is a BLATANT LIE, WHICH EVEN SELECTMAN KEVIN GREELEY WAS FORCED TO ADMIT PUBLICLY. No public meetings were held for six years. Most of the so-called "public meetings" were not advertised and were mostly attended by a handful of town officials. The other lie that has been publicly promoted is that bike lanes are mandatory. They are not, and the engineer in charge of the project admitted this at the April 2011 Town Hall Meeting.

This plan was forced through by the Selectmen without proper public participation. Clarissa Rowe stated to a resident at the public meeting at the Fox Library: "Don't waste your time; it's a done deal." She said much the same thing to me, stating: "Bicycles are the way of the future."

This plan defies common sense and the strong sentiments of the residents and businesses, particularly in East Arlington. We have TWICE COLLECTED WELL OVER 3,000 SIGNATURES OPPOSING THE REMOVAL OF TRAVEL LANES. We have also PRESENTED THE SIGNATURES OF 80% OF THE BUSINESSES IN EAST ARLINGTON OPPOSING THE REMOVAL OF TRAVEL LANES.

No one listens to the residents or the businesses. A traffic bottle neck will be created whenever two lanes merge into one. The FHWA has found that the engineering firms traffic flow study is flawed, and they failed to do any analysis of the effect of merging two lanes to one. There must be an independent study by a neutral expert engineering firm -- not the same firm that is getting paid for the project. This plan will force more traffic onto the side residential streets and slow the work commute. You can see the effect right now with the snow blocking travel lanes. I experience a much longer commute home.

The needs of the 98% who use the road to get to work and for other necessary life tasks, should not be subordinated to the wishes of the 2% who bicycle for recreation. The bicyclists are a tiny minority, but they are a very vocal lobby. Just answer one question truthfully: How many bicyclists do you see on Mass. Ave. right now? The answer is hardly any to NONE.


Muriel Fudala
17 Marathon St. Arlington, MA 02474

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I strongly support the current plan because it will greatly improve pedestrian and bicycling access and safety for both the East Arlington neighborhood and the community at large. We do not need a multi-lane highway running through East Arlington's business district.

Name

Jack Johnson

Title

Organization

Address

96 Bow St. # 3

Arlington, MA 02474

Lisa Brush
23 Amsden Street
Arlington, Mass. 02474

February 26, 2013

Thomas F. Broderick, P.E.
Chief Engineer
Mass DOT
10 Park Plaza
Boston, Mass. 02116
Attention: Project Management Section, Project File No. 604687

Dear Thomas F. Broderick:

My name is Lisa Brush and I am a resident of East Arlington. I am attending the Project Public Hearing tonight to voice my support for the Mass. Ave. Corridor Project. I have not attended any previous Project Public Hearings, but felt compelled to attend this meeting.

I am strongly in favor of proceeding with the plan as it stands. I think the project will be a great benefit to the East Arlington Community. I think it will help both the business and residential communities. I value the pedestrian accessibility of our neighborhood and think the project improvements will enhance this aspect of the community. The current configuration of the streets makes it difficult for my family to cross Mass Ave. I am looking forward to the improved cross walks as this will make it safer for myself and my children.

Please count me in as a strong supporter of this project! Thank you for your time

Sincerely,

A handwritten signature in cursive script that reads "Lisa Brush". The signature is written in dark ink and is positioned above the printed name.

Lisa Brush

Henry Brush
23 Amsden Street
Arlington, Mass. 02474

February 26, 2013

Thomas F. Broderick, P.E.
Chief Engineer
Mass DOT
10 Park Plaza
Boston, Mass. 02116
Attention: Project Management Section, Project File No. 604687

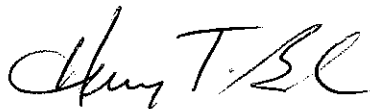
Dear Thomas F. Broderick:

My name is Henry Brush and I am a resident of East Arlington. I am attending the Project Public Hearing tonight to voice my support for the Mass. Ave. Corridor Project. I have not attended any previous Project Public Hearings, but felt compelled to attend this meeting.

I am strongly in favor of proceeding with the plan as it stands. I think the project will be a great benefit to the East Arlington Community. I find the current configuration of Mass Ave to promote traffic that moves too fast through our neighborhood. I am looking forward to the improved pedestrian access. I think the beautification of the neighborhood including improved sidewalks and plantings will greatly benefit both the residents and business communities. I am also in favor of implementing improved bicycle access. I have considered biking to my job in Cambridge but have always been concerned about my safety. With improved bike access I would certainly consider biking to work rather than driving.

Please count me in as a strong supporter of this project! Thank you for your time and great work on this project

Best regards,

A handwritten signature in dark ink, appearing to read 'Henry T. Brush', written in a cursive style.

Henry Brush

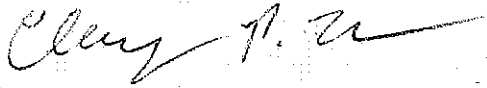
Christopher Mow
130 North Union St.
Arlington, MA 02474
2/20/2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

I was dismayed to learn that a vocal minority in Arlington was successful in calling a hearing to remove the proposed bike lanes from the Mass Ave Corridor Project. As a year-round bicycle commuter, I ride on Mass Ave through East Arlington almost every day. It is a very dangerous road for cyclists: with no clear car lanes nor bicycle lanes, it is difficult to know where each road user is supposed to travel. I very much support bicycle lanes being added to Mass Ave: both for my own safety but also for the safety of cyclists who are not as experienced as myself. If I were a new or novice cyclist and tried riding on Mass Ave through East Arlington, I would be stressed out and fearful for my safety. We need these bicycle lanes so cyclists know they are entitled to use Mass Ave just the same as the cars and other road users who travel it.

Sincerely,



Christopher P. Mow

781-647-5664

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

John H Howard
8 Cogswell Ave
Cambridge, MA 02140

(home) 617-491-9881
(cell) 617-909-3756
February 20, 2013

Thomas F. Broderick, P.E. Chief Engineer, MassDOT
10 Park Plaza Boston, MA 02116

Attention: Project Management Section, Project File No. 604687

To Whom It May Concern:

I strongly support Arlington's Mass Ave Plan.

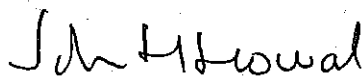
Although I live in North Cambridge, I use Mass Ave from route 16 to Arlington Center on almost a daily basis. My wife works at Fabric Corner in Arlington Center, my son and family live in Kelwyn Manor, and my grandson attends the Hardy School. Before retirement I commuted to Burlington, occasionally by bicycle and frequently by car; in both cases taking Mass Ave from Route 16 to at least Arlington Center.

The lack of properly striped travel lanes makes Mass Ave into a slalom course. You can't stay in the rightmost lane because there's usually a car or truck double-parked there. You can't stay in the left lane because there's often somebody waiting to turn left. Even when traffic is relatively light, there's often somebody driving at 25mph right down the middle of the "lane". All of these encourage frequent lane changes and other risky maneuvers; bad for cars, worse for bikes.

Midblock crossings by pedestrians are also a problem. Even in a crosswalk, pedestrians are often dressed in dark clothing and hard to see. Add to this the excessive length of the crosswalk and you sometimes get a situation where a one car waits, but a second car passes them with no opportunity to see the pedestrian.

It is especially important to accommodate bicycles safely. Bike traffic in Cambridge has doubled in the last decade and Mass Ave in Arlington is an important feeder. I do not offer an opinion with respect to dedicated bike lanes, but with them or not, we must ensure that bikes are not forced into the door zone, and that double parking and deliveries not obstruct the path that bikes take. Bicyclists have gotten the short end of the stick for many years; it's no wonder that some (not all) of them show contempt for stop lights. Treat them fairly and their behavior will improve.

In summary, it seems to me that the three lane plan is an appropriate response to the situation along Mass Ave, and I recommend that you get on with it without further delay.



John Howard
8 Cogswell Avenue
Cambridge, MA 02140

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

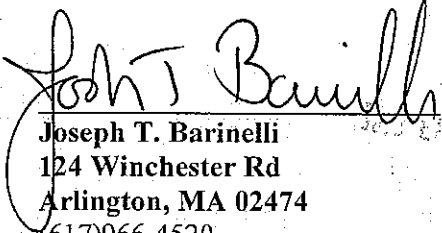
ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE Project
File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

- 1) I am **against** Town of Arlington's Corridor Project design. I am **not in favor** of putting two 5 foot wide bike lanes on Mass Ave.
- 2) I am **not in favor** of compromising efficiency for driver, small business delivery vehicles and public transportation (busses) in order to add 2 bike lanes. If one chooses to ride a bike (like I do) they (like I do) can use the Minuteman Bike Trail which is safe and nearby.
- 3) I am **in favor** of getting State and Federal money to fix this one mile section of Mass Ave and make the road safer for all users. . It seems to me that the common sense plan for EACCC is to make improvements and maintain a safe and efficient road for all users with new street lights, traffic lights, lineage, new curbs and sidewalks where needed and pedestrian activated street lights.
- 4) I have been a resident of Arlington for over Fifty years, lived my childhood on Adams St. 2 house up from Mass Ave (within this one Mile stretch effected by the Corridor Project). My mother still lives on Adams St. and I travel down Mass Ave daily to visit. I know and love this area. I still live in Arlington, but on the west side, so I navigate up and down Mass Ave regularly, whether to visit my mother or to run errands. I feel that the changes proposed by the Town of Arlington will make passage on Mass Ave more difficult by automobile, will create traffic backups and force drivers to take side streets to avoid Mass Ave. As more cars take side streets to avoid Mass Ave the children living in those streets and playing in their driveways will be put at risk from cars trying to avoid the traffic jams. Although biking straight down Mass Ave would be a little faster, The Bikeway is safer and allows one to witness the beauty and history of Spy Pond.


Joseph T. Barinelli
124 Winchester Rd
Arlington, MA 02474
(617)966-4520

FEB 20, 2013

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

Regarding the Massachusetts Avenue Project in East Arlington, I understand that a small group of Arlington residents are on a path to persuade the planning team to eliminate bike lanes from the project. I'm writing in support of the current project design, which includes bicycle lanes.

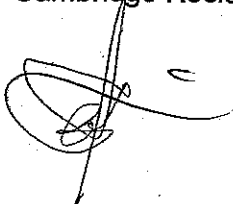
I have been a year-round bicycle commuter in Greater Boston, on the road on two-wheels nearly every day since 2003. I am an extremely conscientious and lucky cyclist to say that I have only been involved in minor accidents during all these years. As such, I consider myself an experienced urban cyclist and am comfortable under extreme cycling conditions (blizzards, for example). Over the years, Mass Ave has become one of my most and least favorite paths. It is the most direct route to get to and from area towns but it is also one of the most dangerous roads for cyclists. Specifically in East Arlington, road conditions not ideal: there are many potholes right where cyclists would ride. The intersection of Route 2 and Mass Ave is particularly intimidating: loads of traffic converge, parked cars' doors flying open at any given time and busses pulling over for stops all impact bicyclists' safety.

Since my primary mode of transportation is by bicycle, my experiences in Arlington have led me to adjust my behavior. I don't go into Arlington for any business I can find around Cambridge, Somerville, or Boston. In looking into purchasing a home, I only briefly considered Arlington as option because it does not feel as bicycle friendly as nearby towns. If this project moves forward without dedicated bicycle facilities, it sets a dangerous precedent for projects throughout the state - that people on bikes are not welcome on the road and further fuel the misunderstanding that "Roads are for cars." This is especially relevant now, after the recent case in Wellesley where the grand jury refused to indict the truck driver in a fatal crash with a cyclist despite ample evidence: <http://www.boston.com/news/local/massachusetts/2013/02/15/cyclists-react-with-anger-after-grand-jury-returns-indictment-wellesley-bike-crash-case/NbaHbWRHk7fpez15fKGZhl/story.html>

I truly believe that building proper infrastructure for bike in Arlington will promote community awareness of bicycling and bring more people to its shops and restaurants. With increased ridership, Arlington could be the next town that Hubway expands into (<http://www.thehubway.com/stations>), bringing more tourists to your town all the way from Boston.

Please consider my input and make plans to allocate space more equitably for all users. Thank you for your time and for your efforts to improve the Commonwealth of Massachusetts.

Sincerely,
Angie Tung
Cambridge Resident



2/19/2013

RECEIVED

FEB 22 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I think it important to
have Bike Lanes - I try to
Bike when I can to patronize
MASS Ave Businesses and Bike
LANES would help the

Name

Organization

Address

Michael J Brown

Title -

10 Brattle Terrace

ARLINGTON, MA 02474

781-648-1508

Letter of Support for Mass Ave Corridor Plan

February 26, 2013

To Whom It May Concern:

Last November, I opened a retail shop on Mass Ave in East Arlington. I am writing in support of the Mass Ave Corridor Plan which would transform the current avenue into three automobile traffic lanes and two bicycle lanes.

Since my business has been operating, I have seen a serious need for traffic calming measures. The current roadway is dangerous for both drivers and pedestrians alike. Without specific lanes and bike paths, driving, bicycling or crossing the street is haphazard, unpredictable, and risky. Cars and trucks constantly speed along Mass Ave, passing each other without much order and the new plan addresses these problems.

Though I understand the concerns that the road construction could cause short-term problems for local businesses, these worries are outweighed by the long-term benefits that both residents and businesses would gain. The new plan would help by calming traffic, by connecting both sides of Mass Ave for pedestrians, and by adding much needed bicycle infrastructure. I support the Mass Ave Corridor Plan as the best plan for a safer and more accessible neighborhood.

Thank you,

Ellen Aronson
Owner, Salvage Ltd
112 Mass Ave
Arlington, MA 02474

Sloan, Kimberley (DOT)

From: Rose, Marie (DOT)
Sent: Friday, March 01, 2013 5:29 PM
To: john.mcvann@dot.gov; tomasz.janikula@dot.gov
Cc: Sloan, Kimberley (DOT)
Subject: RE: MassDOT Arlington Hearing Another Fraud

John and Tom;

Since I moderated the February 26, 2013 Public Hearing, I can respond to Mr. Kaepplein's assertions.

The 75% plans were on display at the back of the auditorium, as well as a set of plans up front with the panel. Our procedure is to have plans on display, not every single document that constitutes a design submission. The easements needed were shown on the plans that were on display. Acquisition estimates were not available because I don't believe the town has started appraisals yet, due to wanting to wait for the outcome of this public hearing. The surveyed base plan was shown on the construction plans. The question on the survey data was posed to Robin Giando, the MassDOT Right of Way Community Compliance officer, so she did not have knowledge of the date of the original survey used to prepare the base plans, since the town's consultant's surveyor performed the survey.

The previous Public Hearing held in April 2011 did not claim absurdly short pedestrian crossing distances. The bump outs shorten crossing distances by 15' – 18' from the current crossing distances. This information could have been given to Mr. Kaepplein if he had asked.

I do not believe the Lake Street intersection was wrongly modeled. The resolution of the projected power point presentation was slightly fuzzy, but still legible. The town's consultant, Alan Cloutier, chose to summarize the slide presentation instead of reading every word.

We believe the Public Hearing was adequately publicized, since over 300 people attended.

From: Mark Kaepplein [mailto:markk02474@gmail.com]
Sent: Wednesday, February 27, 2013 5:49 PM
To: john.mcvann@dot.gov; tomasz.janikula@dot.gov
Cc: Rose, Marie (DOT)
Subject: MassDOT Arlington Hearing Another Fraud

Dear Sirs:

I want to make you aware of several problems with the hearing last night (2/26/2013) in Arlington held by MassDOT for the Mass Ave project in Arlington (number 604687). Note in announcements, references to the project being a federal highway, US, route 3 and also a state highway, MA-2A, were stripped to foster a false impression that the major urban arterial is a village Main Street.

It was called a "Design Public Hearing", yet none of the design documents for the 75% submission, let alone 25% submission were on exhibit for public examination to understand the project. When asked, to see them, we were told that documents were not even present.

Among missing documents were the list of easements, acquisition estimates, or Land Survey Plans. A question was asked by a property owner abutting the project area if survey data was over 100 years old, and no answer was given. Prior to the meeting, a Mass DOT official could only say that there were almost 240 easements.

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Friday, March 01, 2013 3:16 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Comments on Arlington Mass Ave Redesign Project

Follow Up Flag: Follow up
Flag Status: Completed

FYI

From: Stephen Harrington [mailto:sth.alist@gmail.com]
Sent: Wednesday, February 27, 2013 8:34 AM
To: DOT Feedback Highway; John Waller
Subject: Comments on Arlington Mass Ave Redesign Project

John - please publish this as a letter to the Editor. Thank you!

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

Dear Mr. Broderick,

I've walked in Arlington for most of my life. Living my first 20 or so years near the bottom of Gray Street, meant I walked daily along Pleasant St. to school, to church, to the Boy's Club, to catch a bus and to the Regent theater starting around the age of five or so. At that time, Pleasant Street was four lanes wide, two in either direction. Even with more than 52,000 residents in Arlington, far more than today, Pleasant St. was safe enough for a child to cross alone. Today, Pleasant St. is two lanes and is difficult to navigate during much of the morning and afternoon commute. Congestion makes Pleasant St. difficult to cross, creates delays when trying to make turns out of side streets or left turns onto side streets and has little street scene.

If you want to see the future of Massachusetts Avenue in east Arlington, take a look at Pleasant Street at rush hour.

During the State's second public hearing on narrowing Mass Ave, speakers and elected officials voiced that their top concern was for pedestrian safety. However, the actions of town officials speak far louder than their words. A proposal four years ago to Town Meeting, that the town clear the curbs cuts and mounds of snow at every intersection, went nowhere, generating a mere resolution but no action plan. Anyone who suffers through a normal snow season realizes the town does a poor job in creating a safe environment for pedestrians. Furthermore, look at the state of the brick sidewalks scattered along Mass Ave to see the disdain our town has for the mobility challenged in spite of efforts by disabled citizens to replace these sidewalks with pedestrian friendly and less expensive concrete.

Town officials claim they are concerned with pedestrian safety, their actions prove otherwise.

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, March 04, 2013 10:18 AM
To: Sloan, Kimberley (DOT)
Subject: FW: Mass. Ave. Corridor in Arlington

Follow Up Flag: Follow up
Flag Status: Completed

Sorry, meant to send this one as an FYI...

>-----Original Message-----

>From: Janice Dallas [mailto:Janice@dallas-family.com]

>Sent: Friday, March 01, 2013 3:56 PM

>To: DOT Feedback Highway

>Subject: Mass. Ave. Corridor in Arlington

>

>In looking at the 75% plan in detail, one of the things that I noticed
>was that a long bike rack is positioned in front of the Fox Library,
>with a handicapped space next to it. This is a problem for those of us
>with side ramp vehicles. I need 8' to lower my ramp and get my chair
>out of it.

>

>If there's a tree, planter, or bike rack in the way of my ramp, I am not
>able to park in a HP spot. I would also have a problem if the edge area
>of the sidewalk had hard-edged raised pieces, like bricks, that my ramp
>would catch on. Please keep this in consideration for your final plan.

>

>Janice Dallas, member of Arlington's Commission on Disability

>--

>Janice Dallas

>Janice@dallas-family.com

>"The girl has beauty, virtue, wit,..." - from "Princess Ida"

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, March 04, 2013 12:56 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Mass Ave Corridor, Arlington

FYI

From: Niloufer Moochhala [mailto:nilou@nymdesign.com]
Sent: Thursday, February 28, 2013 5:03 PM
To: DOT Feedback Highway
Subject: Mass Ave Corridor, Arlington

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Sir:

As a local Arlington resident and participant, I support the development of the Mass Ave Corridor Project in East Arlington.

I do believe this project will allow the expansion of community oriented activities that already exist within this neighborhood and enhance the neighborhood for the better - making it safer for young families like myself to be able to participate in that community and have easy walking, bike, and crossing access (as opposed to how it is now).

Sincerely,
Nilou Moochhala

Niloufer Moochhala
Principal
nymDESIGN
w: www.nymdesign.com
e: nilou@nymdesign.com

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, March 04, 2013 1:54 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Arlington MA reconstruction of Mass Ave

>-----Original Message-----

>From: Mark Schuldenfrei [mailto:mark@schuldy.org]
>Sent: Monday, March 04, 2013 11:16 AM
>To: DOT Feedback Highway
>Subject: Re: Arlington MA reconstruction of Mass Ave

>

>I'm writing to offer a brief note of additional public feedback
>on the Massachusetts Ave reconstruction in Arlington, Project File
>No 604687.

>

>I am a resident of Arlington, and have been continuously since
>around 1991.

>

>I am satisfied that Arlington's town government has consulted
>with the public on this project, and I am equally satisfied
>that the project plan is proper and appropriate for the
>town and the immediate neighborhood.

>

>I recognize that this is not a matter for public vote or
>popularity - but I wish to support our local government in
>their diligent work, and in the thoughtfulness of the plan.

>

>Thank you for your attention, and I look forward to driving
>on the improved Massachusetts Avenue at the conclusion of
>this project.

>

> Mark Schuldenfrei

Sloan, Kimberley (DOT)

From: TJanikula@dot.gov
Sent: Monday, March 04, 2013 2:46 PM
To: susandorson@gmail.com
Cc: Sloan, Kimberley (DOT); John.McVann@dot.gov
Subject: RE: Mass Ave Corridor Project Support

Ms. Dorson,

Thank you for your e-mail indicating your support for the Massachusetts Avenue project in Arlington, as currently designed. I am forwarding your e-mail to the MassDOT Project Manager, Ms. Kimberley Sloan, for consideration in further project development.

Thank you,
Tomasz Janikula
Area Engineer District 4
FHWA Massachusetts Division

From: Office [mailto:susandorson@gmail.com]
Sent: Monday, February 25, 2013 2:55 PM
To: Stephenson, Pamela (FHWA)
Cc: Janikula, Tomasz (FHWA)
Subject: Mass Ave Corridor Project Support

Dear Ms. Stevenson,

I am writing to let you know that I am in support of the Mass Ave Corridor redesign plan for Arlington, MA. The plan will both beautify and make safer a highly used community hub. I am looking forward to the new bike lanes, the better pedestrian crosswalks and the improved traffic flow that this improvement will bring to the area.

I have lived in this neighborhood for over 10 years and have been anticipating this for the past few years. I also run a business in the area and am very much looking forward to the improvements as a proprietor as well. Please don't let this project stall in perpetuity!

Sincerely,

Susan Dorson

Sloan, Kimberley (DOT)

From: TJanikula@dot.gov
Sent: Monday, March 04, 2013 4:19 PM
To: easconsult@comcast.net
Cc: Sloan, Kimberley (DOT); jgrzegor@dot.gov; John.McVann@dot.gov
Subject: RE: Reconstruction of Massachusetts Avenue from Pond Lane to the Cambridge City Line, Project 604687

Mr. Starr,

Thank you for your e-mail with an attached letter to Mr. Thomas Broderick of Mass DOT, indicating your support and the support of majority of the Arlington Transportation Advisory Committee for the Massachusetts Avenue project in Arlington, as currently designed. Although you indicated that you would be sending this letter to Mr. Broderick, I am also forwarding your e-mail to the MassDOT Project Manager, Ms. Kimberley Sloan, for consideration in further project development.

Thank you,
Tomasz Janikula
Area Engineer District 4
FHWA Massachusetts Division

-----Original Message-----

From: Edward Starr [mailto:easconsult@comcast.net]
Sent: Sunday, March 03, 2013 6:36 PM
To: Stephenson, Pamela (FHWA); Janikula, Tomasz (FHWA)
Subject: Reconstruction of Massachusetts Avenue from Pond Lane to the Cambridge City Line, Project 604687

Dear Ms Stephenson and Mr Janikula,

I am mailing the attached letter to Mr. Broderick at MassDOT tomorrow as a formal submission for the project. I have been involved with the project's formation as Chair of the Transportation Advisory Committee in Arlington. I thought the projects initial history would be of interest to you.

Thank you,

Ed Starr

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Tuesday, March 05, 2013 1:53 PM
To: Sloan, Kimberley (DOT)
Subject: FW: MassDOT Public Hearing of February 26, 2013 on Mass. Ave. Corridor, Project No. 604687

>-----Original Message-----

>From: Christian Klein [mailto:cmqklein@gmail.com]

>Sent: Monday, March 04, 2013 1:43 PM

>To: DOT Feedback Highway

>Subject: MassDOT Public Hearing of February 26, 2013 on Mass. Ave. Corridor,

>Project No. 604687

>

>I am writing in favor of the proposed renovation to Massachusetts
>Avenue in Arlington. This project will provide necessary improvements
>to Mass. Ave. without degrading the quality of life in the area. I
>encourage you to approve this project and allow it to move towards
>construction.

>

>Thank you,

>

>Christian Klein

>Arlington Town Meeting

>Precinct 10

18 Hamilton Road, Apt. 205
Arlington, MA 02474
February 19, 2013

Pamela Stephenson
Division Administrator
Massachusetts Division
Federal Highway Administration
55 Broadway 10th Floor
Cambridge, Massachusetts 02142

RE: Mass. Avenue Corridor Project, MassDOT Project File No. 604687

Dear Division Administrator Stephenson:

I write to you on behalf of the East Arlington Concerned Citizens Committee (EACCC). In January, 2013, EACCC sent to FHWA its detailed critique of the many flaws within the multi-modal analysis performed by Town of Arlington design engineer Fay, Spofford & Thorndike (FST) and dated Oct. 12, 2012. We appreciate receiving a copy of MassDOT Chief Engineer Thomas Broderick's comments relative to EACCC's critique. We believe Mr. Broderick's comments show a lack of knowledge of the operation of this section of Mass. Avenue. He misstates, bends or ignores some MassDOT guidelines and displays a willingness to overlook certain facts--a hallmark of MassDOT behavior with regard to this project over the past four years.

Our response to Mr. Broderick's comments follow:

Page 1: Merging Analysis

Broderick: *"A merging analysis is not a component of the analysis procedures requested by FHWA. There is no commonly accepted capacity analysis that calculates the delay for a merge into a single lane."*

EACCC response:

It is the responsibility of FST to provide a merging analysis. It must do this. FST has created the roadway design that has removed a vital westbound travel lane for 1 mile. If FST cannot or will not fully analyze what will happen as a result, then it is irresponsible of FST to recommend a Build scenario with a \$6.2 million price tag based on a "shot in the dark".

Any experienced motor vehicle driver knows what happens when traffic traveling in two lanes is squeezed down by 44% into one lane. The dramatic congestion increase will be especially apparent since the corridor is lined with businesses with no back-loading docks resulting in double-parked delivery trucks, is characterized by high parking turnover, and is serviced by three transit bus lines. Further obvious degrading of service levels for 98% of the corridor users will occur because FST has coupled the removal of one westbound lane with no left turn lanes traveling west for ½ mile.

Page 2, 1st paragraph immediately under bullet points

Broderick: *"The project as proposed creates improvements for all modes of travel and is consistent with MassDOT and FHWA Bicycle and Pedestrian Accommodation Regulations as well as MassDOT's Complete Streets and GreenDOT Policies."*

EACCC Response:

As FHWA has pointed out, FST's multi-modal analysis (even with its inherent flaws which lend bias toward the "Build" scenario) does **not** show "improvements for all modes of travel" for the Build scenario. Has Mr. Broderick bothered to read the analysis he defends?

Page 2, 3rd paragraph up from the bottom

Broderick: *"It is very important to note that a proposed 4-lane section constructed within the existing roadway curb-to-curb dimensions does not meet current state standards and would require State and Federal approval of a Design Exception to be approved for construction."*

EACCC Response:

This has been asserted by FST and others since before 2009, yet, to date, a standard has never been cited. Please cite the peer reviewed engineering standards publication, its date, date of adoption by MassDOT, and the section and item number of the requirement supporting your claim. The award winning 2006 Mass Highway Project Development and Design Guide, in Section 5.3.2.3, states that 14-foot shared lanes are sufficient. ("Lanes at least 14 feet wide are generally wide enough to permit motorists to pass bicyclists without changing lanes."). Even if 4 feet were to be required for bicycles, the extra foot can be taken from parking and inner travel lane widths and still fit within roadway cross-sections.

Page 3, 3rd paragraph under 'Pedestrian'

Broderick: *"For the proposed 3-lane configuration, pedestrians will need to cross 37 feet of roadway that is occupied by vehicles (travel lanes). For the 4-lane alternative, pedestrians would need to cross 50 feet of roadway that is occupied by vehicles (travel lanes)."*

This claim seems to assert that bicycles do not count as vehicles or are so rare that no conflicts can be expected with pedestrians. If so, bike lanes are pointless. The 4-lane alternative width calculation includes accommodation for bicycles, so an equal/even comparison for the three lane alternative would add the width of two 5-foot bike lanes, bringing the total distance to 47 feet, representing less than a one second savings compared to a 4-lane configuration. Pedestrian crossing distance might also be considered at Lake Street, where the greatest number of crossings occurs. Again, there is no significant benefit to pedestrians unless bicycles are considered insignificant.

This is an opportune moment to note that EACCC has raised repeated concern to the Town and MassDOT about the close proximity and parallel route of Minuteman Bikeway in East Arlington, where the two only diverge a mere block from the eastern end of this Corridor Project. We fear unsafe quantities of cyclists will leave safe Minuteman for Mass. Avenue, our main traffic roadway, by invitation of new bike lanes, thus creating new safety issues for pedestrians and people attempting to enter/exit their parked motor vehicles. There has been no attempt by the Town or MassDOT to quantify this potential migration, even though Minuteman is the second most popular Bikeway in the nation.

We first raised this unstudied issue of bicycle migration numbers in early 2009. Up until that time, the Town forthrightly stated its specific goal to attract more bicycles to Mass. Avenue from Minuteman. For example, on its "Mass. Ave. Corridor Project Q&A" dated February, 2009 on the Town of Arlington website, the following question and answers were posted (Exhibit 1):

"Q5. Why do we need bike lanes; Isn't the Minuteman Trail a sufficient alternative?"

(Answer)

- o Provide a dedicated space that encourages new riders along the corridor, and invites them to use the corridor and patronize businesses.
- o Provide cyclists an efficient route into Cambridge that is far more direct and faster than the Minuteman. Given the large numbers of pedestrians using the Minuteman, it is often not the best route for the faster cyclists."

Shortly after we first publicly questioned the Town and MassDOT about the wisdom of this goal due to Minuteman proximity, the above Q&A was removed from the Town's website.

Page 3, under 'Transit'

Broderick: *"Other significant improvements to traffic operations include the creation of 10 foot wide bus stops."*

EACCC Response:

Why does MassDOT insist 10-foot wide bus stops are important on Mass. Ave. in order to support having bike lanes, while it felt 7-foot wide bus stops are good for the Beacon Street, Somerville project (#607209) when that Somerville project supports having both bike lanes and a bike track? The implication is that MassDOT does not care about the width of bus stops nearly as much as promoting bike lanes. In any case, a 4-lane plan allows for wide bus stops in the most heavily used locations due to coincident wider road cross-sections, much the way the 3-lane plan uses a 8.5 foot wide bus stop at Melrose Street.

Page 3, under 'Bicycle', 2nd paragraph:

Broderick: *"In order to pass a bicycle in the no build or 4-lane alternative, vehicles would need to change lanes or encroach into the leftmost travel lane as they currently do today. Bicycle lanes give bicyclists a dedicated area to ride and make motorists more aware that there may be bicycles present."*

EACCC Response:

Please document the above unsubstantiated claim that on a road similar to Mass. Avenue and its conditions, a bike lane offered improved safety and level of service sufficient to outweigh diminished service for public transit and motorist modes.

Motorists do not need to change lanes to pass a cyclist. See Mass Highway Project Development and Design Guide, section 5.3.2.3 ("Lanes at least 14 feet wide are generally wide enough to permit motorists to pass bicyclists without changing lanes.").

Area motorists are well aware of cyclists. State law allows cyclists to ride in all Mass. Avenue travel lanes. Cyclists also ride in the adjacent Minuteman Path. Cyclists currently experience no shortage of places to ride.

Page 3, under 'Bicycle', 3rd paragraph:

Broderick: *"The addition of marked bicycle lanes is also an improvement to traffic flow. Under the no build and 4-lane alternatives, bicycles will impede traffic while traveling in substandard width shared lanes."*

EACCC Response:

Please document examples in Massachusetts where the addition of bicycle lanes improved traffic flow and service levels for motor vehicles. Mass. state law allows cyclists to use any travel lane and impede traffic flow whether bike lanes are present or not. No improvement to traffic flow with bike lanes, even if true, could make up for the harm from a lost travel lane.

Page 4, Response:

Broderick: *"The Town has held 30 public meetings to date, including Public Workshops and Informational Meetings, Review Committee Meetings, Business Owner Meetings, Board of Selectmen Meetings and including a MassDOT 25% Design Public Hearing as well as a 75% Design Town Open House meeting"*

EACCC Response:

This statement is false. First, the Town held no Public Workshops. Mr. Broderick needs to submit the following for each workshop to substantiate his claim: date and time, location, agenda, person(s) conducting the workshop, names of those attending, and minutes. (In Exhibit 2 attached, the second letter from Patricia Leavenworth (MassDOT) to Town Manager Brian Sullivan dated August 9, 2005, asks Sullivan to submit this very meeting documentation to her. If such documentation existed, therefore, MassDOT should have it and be able to produce it.) Second, the list of 30 public meetings Mr. Broderick is referencing includes 4 business meetings and 13 Design Committee meetings that were not public meetings.

Page 5, 'Response' to EACCC Comment #1--Missing Segment:

Broderick: *"There are no segments missing from the analysis provided in FST's DRAFT Memorandum, dated October 12, 2012. ...the Urban Streets analysis only utilizes nodes at signalized intersections as part of the analysis. Foster Street is the westernmost signalized intersection. Segment results are only reported between each of these nodes."*

EACCC Response:

Mr. Broderick's answer explaining the omission of 23% of the corridor from segment analysis is disingenuous to the point of absurdity. FST acknowledges that Alewife Brook intersection at the eastern end of this project is not part of Arlington. In fact, the Arlington Town Line lies one-third of a block away from the Alewife traffic light. Yet, FST used the Alewife Brook traffic light as its endpoint of a "segment" that extends from Rte. 16's traffic light to the traffic light at Thorndike-Teel Streets.

With the Alewife traffic light not being in Arlington nor part of the Corridor project, by Broderick's logic, FST should have omitted the blocks from the Route 16 traffic light...to Sunapee Rd. ... to Henderson St. ... to the Teel Street traffic light. Thus, FST's first "Corridor Project only" segment on this eastern end would commence at the Teel Street light and continue to Lake Street! This scenario makes no more sense than Broderick's defense of omitting 23% of the corridor from segment analysis.

At the western end of the project at Pond Lane, it is a short block (from 385 Mass. Ave. to 397 Mass. Ave.) to reach the next traffic light at Franklin Street by the fire house. Inclusion of this short block to the closest traffic light to complete FST's segment analysis would have been logical, defensible, and consistent with FST's handling of the eastern terminus segment. By, instead, applying differing segment standards on either end to exclude 23% of the corridor at the west end, while arbitrarily including Cambridge and DCR property on the east end, FST and Broderick, in his defense of this approach, are inconsistent, hypocritical, and lacking in common sense.

Page 5, 'Response' to EACCC Comment #2:

Broderick: *"Under the current roadway configuration, there is not sufficient width to properly operate three westbound travel lanes and a parking lane in the westbound direction on Mass Ave at Lake Street."*

EACCC Response:

Properly or not, the westbound direction operates defacto as two travel lanes with a left turn lane appearing at Lake Street when needed during peak hours, especially when the light is red and traffic queues. With excess width on the eastbound side, left turning drivers are able to hug the centerline, leaving more space for two travel lanes to flow. Under a 4-lane design, the centerline would be shifted south towards Lake Street to offer more generous lane widths. This would be in addition to the extra space supplied by removal of non-compliant parking opposite Lake Street. Traffic simulations performed are still highly inaccurate at this intersection, showing false performance degradation for a 4-lane plan. False (cooked) results were the only way 3-lanes could be made to look better to- or equal to 4-lanes.

Page 6, 5th paragraph, under Response B

Broderick: *"B) The previous signalized intersection analysis submitted and approved during the 25% design phase and included in the Functional Design Report does account for the bus activity within this right turn lane."*

EACCC Response:

How is possible that a 14-foot shared travel lane requires a design exception, yet none is required when a handicapped parking spot and the most active bus stop in the project are designed in this plan to also function as a right turn lane? Please cite engineering design standards allowing or endorsing this, or show the approved design exception. The current roadway seldom operates this way. The 39+ foot wide half of the roadway allows two through lanes and a right turn lane to form, with the right turn only often encroaching on the parking/bus lane when no bus, delivery truck or theater drop-off vehicle is present. When a bus is present, a right turn lane forms, starting behind the bus stop and waits due to impending conflict with the bus pulling out.

The inaccuracy of the simulation here falsely undermines the congestion problems that exist at the busiest and most dangerous intersection in the project. This seems to be done to make bike accommodation falsely seem like a much bigger need than it is. Standards violations in designing a bus stop and handicapped parking spot to double as a right turn lane seems intended to undermine the actual service loss were best engineering practices used, and to not look worse than the current NO BUILD performance.

Same paragraph cited above:

Broderick: *"We had been previously informed by the town that delivery trucks are not permitted to use this area for loading/unloading during the evening peak hour..."*

EACCC Response:

Please cite the engineering design standards allowing a bus stop and handicapped parking spot to operate as a right turn lane *and* a loading zone. Otherwise, please show the design exception that was granted allowing this.

False simulations combined with a bad turn/bus stop lane design, no loading zone, highest turn, accident, bus loading, and pedestrian crossing counts in the project all demand that the bus stop location be moved out of the intersection to reduce unnecessary conflicts.

Page 9, 'Response', paragraph 1 & 2:

Broderick: *A) It is very important to note that a proposed 4-lane section constructed within the existing roadway curb-to-curb dimensions does not meet current state standards and would require State and Federal approval of a Design Exception to be approved for construction.*

A 66-foot wide roadway does not meet MassDOT standards for shared lanes adjacent to parking, which is inferred by the comment. The only portion of the 1-mile project area where the existing roadway width meets or exceeds the required 68-foot width in order to accommodate 15' shared lanes as required is between Orvis Road and Cleveland Street, a distance of 850 feet, which is approximately 15% of the total length of the project. Based on the state's minimum criteria, approximately 85% of the project would need to be widened to 68-feet in order to meet the minimum standards for a 4-lane roadway with shared lanes.

EACCC Response:

John McVann (FHWA), in his Jan. 13, 2013 to Mr. Broderick, recommended FST analyze an alternative 4-lane design "providing two vehicular travel lanes with shared outside bicycle lane in both directions through the limits of the project". For each state standard cited by Mr. Broderick, he needs to indicate the specific document and location where it can be located, especially for his unsubstantiated claim that there is a requirement for 15' shared travel lanes, and his unsubstantiated claim that MA has minimum criteria that would necessitate "approximately 85% of the project would need to be widened to 68-feet in order to meet the minimum standards for a 4-lane roadway with shared lanes."

In an email from Arlington Senior Planner Laura Weiner dated June 8, 2009 to Donna Janis and copied to John Michalak of FST, Ms. Weiner provides the following Mass. Ave. widths:

"Mass. Ave. is about 68' at Alewife, curb to curb.

84' at Lake Street

66' at Pond Lane.

The roadway is at least 68' wide at the Teel St./Thorndike St. traffic light. There is no parking from Sunapee to the Cambridge C.L. The Functional Design Report of Sept. 2009 states "Mass. Ave. is 80' +/- wide within the East Arlington Business District, in the vicinity of Lake Street." Where more inches width is desired, it is easily gained by a slight and common reduction in parking lane width or minor curb/drain adjustment. The defacto operation of Mass. Ave. as a 4-lane roadway with bicycles sharing the road is, in and of itself, evidence that a 4-lane plan fits and works.

Page 12, Urban Street Analysis, Response at bottom of page:

Broderick: *...Since the Urban Street analysis package is very new and hasn't been fully reviewed by the traffic/transportation industry, FST cautioned MassDOT and FHWA that the analysis and the results could give inaccurate and/or unreliable results, and may be confusing to reviewers as well as the public...."*

EACCC Response

The 2006 Mass Highway Project Development and Design Guide requires that bicycle and pedestrian LOS performance be performed and reported, yet these were not done for the 25% submission, nor did MassDOT flag this deficiency. It is perfectly reasonable that the FHWA require use of the engineering peer reviewed and approved 2010 Highway Capacity Manual (HCM2010), Urban Street Analysis to supply the missing, mandated data.

As to EACCC's charge that FST, MassDOT and the Town of Arlington would prefer to keep the poor multi-modal analysis results from public view, has FHWA seen them release the results of the study to the Arlington populace since last October? Neither have we. Their silence has been deafening.

Page 14, Comment #2's Response:

Broderick: *"...In fact, the Town received Notice to Proceed on design and engineering of this project from MassDOT on August 20, 2008. No design work, design concepts, or engineering work was done prior to that date, and therefore, no public outreach occurred prior to 2008."*

EACCC Response:

The first Broderick sentence above is fact, but the second is 100% false. The Town commissioned two engineering studies, Louis Berger and Associate in 2002, and VHB in 2005.

We also attach for your review Exhibit 2 which begins with a formal Project Initiation letter dated July 11, 2005 from Arlington Town Manager Brian Sullivan to Patricia Leavenworth at MassDOT. Paragraph 2 of this letter states the Town had conducted studies "over the past several years" and was enclosing one such study with the Project Initiation letter. This Project Initiation letter of 2005

includes a "Proposed Improvements" chart showing addition of 'bike lanes' for Mass. Ave. and "Narrow to one travel lane per direction" from Franklin St. to Grafton Street and the same narrowing from "Marathon Street to Alewife Brook Parkway".

This letter is followed by an August 9, 2005 letter from Patricia Leavenworth (MassDOT) to Town Manager Sullivan in which she states, "Community support for the project is essential. I understand that preliminary public meetings have been held to present the proposal, solicit ideas and garner public support." And, "...It was mentioned at the meeting that the Boston Area Planning Organization has reviewed this proposal."

Other letters dated in 2006 between Sullivan and MassDOT and the Town and Boston Region MPO show this project had a green light in 2006. Arlington sent out its project engineer bid package in 2006. Clearly, Mr. Broderick did not review MassDOT's own records before writing his Response.

Page 14, Comment #2's Response (continued):

Broderick: *"There have been numerous opportunities to comment on this project. Many people have done so."*

EACCC Response:

We have provided exhaustive evidence that the Town's public outreach was negligible--deliberately so, we believe, to keep this project under the public radar--up until the time a resident learned of the plan from a surveyor and alerted the local newspaper. If yet more evidence of this is needed, see attached Exhibit 3, another page from the February 2009 Mass. Ave. Corridor Q&A on the Town's website. The answer to the Q8 question: "How is a new idea for the corridor evaluated?" begins thusly: **"The Town has held three public meetings to date to discuss plans for the corridor. 50-60 people have attended each meeting, and all comments were heard. An additional meeting on this first draft plan will be held by Mass. Highway, in Arlington, expected to be in the spring."** The Town was apparently satisfied with these poor attendance numbers. Note also their attempt to quell any alarm by referring to the 25% Design Public Hearing as a mere review of a "first draft plan".

Page 14, Comment #2 response, continued:

Broderick: *The...assertion that the Town of Arlington, MassDOT and Fay Spofford & Thorndike collaborated to limit public engagement is contradicted by the facts. Thirty (30) meetings open to the public starting in October, 2008 (including the 2011 MassDOT public hearing were held. Project opponents claim they were excluded from participating prior to 2008. In fact, the Town received Notice to Proceed on design and engineering of this project from MassDOT on August 20, 2008. No design work, design concepts, or engineering work was done prior to that date, and therefore no public outreach on design occurred prior to 2008...."*

EACCC Response

Mr. Broderick claims that the Town of Arlington, MassDOT, and FST did not collaborate to limit public involvement and participation as charged by the East Arlington Concerned Citizens Committee (EACCC). He denies that charge of collusion, offering as proof that no design work, design concepts, or engineering work were done on the Mass Ave Corridor Project prior to August 20, 2008. His position is that there was no need to make the public aware of anything because there was nothing to make the public aware about. There was no conceptualizing of possible

visions of a corridor road way improvement project. There were no private meetings or committee meetings or anything. Mr. Broderick maintains that the EACCC claim of collusion is groundless because there was nothing to collude about.

Mr. Broderick's position could not be further from the truth as evidenced by the following:

A. 2002-2005

The Town's own Mass. Ave. Corridor Time Line sheet indicates that in 2002 there were public meetings in East Arlington to identify community objectives regarding the Corridor Project. Those meetings were private meetings. Notes of those meetings indicate the meetings were for a group called the "Massachusetts Avenue Corridor Working Group".

Fourteen people attended the first meeting of that group on July 10, 2002. Eight of those attending were Town-related (2 members of the Dept. of Public Works [DPW], 1 member of the Louis Berger Group, 1 member of the planning dept., 1 member of the police dept., and 3 members of the Transportation Advisory Committee [TAC]). 6 residents attended. The meeting notes include these entries which make it clear there was a project being discussed in private about the Mass. Avenue Corridor. It is also clear alternatives for the corridor are being discussed in 2002 and bike lanes are on the table:

- o **Scott Smith introduced the project, explaining the work done to date.** (Emphasis added)
- o "Jim McHugh: Given the lack of loading areas for business, we can expect the trucks will be double parked. **Therefore, the bike lanes are problematic.** Also the bike lanes don't go anywhere. **He likes alternative 1 but without the bike lanes.**" (Emphasis added.)

Nine people attended the second private meeting of this group on September 4, 2002 and six were Town-related, including Selectman, Diane Mahon, who also currently serves as a Selectman. The meeting notes include these entries:

- o "Rick Bento reported that DPW has hired Louis Berger to do the following tasks under a small study:
 1. Contact the City of Cambridge and the MDC for plans and data.
 2. Verify conditions in the field.
 3. Schedule a meeting with representatives of these entities and representatives of the Town of Arlington to discuss possible solutions..."
- o "Diane Mahon noted that she spoke with Mayor Sullivan during the Hands Across Alewife ceremony. They are ready to move."

- o "Next steps

- 1. Continue Mass. Ave/Route 16 work"

Therefore, in 2002 a roadway design consultant, Louis Berger, had been hired regarding the corridor and a top Town official was participating in the private discussions about the corridor project.

Eleven people attended the third private meeting of this group on October 10, 2002 and seven of them were Town-related. The meeting notes include these entries:

- o 'Mass Ave. / Route 16 Intersection

Merle Harris presented four alternatives for the eastbound approach to this intersection."

- o "Pedestrian / Bike / Bus Counts

Scott Smith handed out graphs of the pedestrian, bike and bus counts. The pedestrian and bike counts are presented below. Each line represents one hour of data collection at a location."

The notes include two tables regarding these counts. Table 1 lists "AM Peak Pedestrian and Bike Counts" at 7 paired locations involving 14 streets (e.g. Oxford/Orvis) on varying days. Table 2 indicates "PM Peak Pedestrian and Bike Counts" in a similar configuration. The notes also indicate the following:

- o "Volunteers also collected boarding/alighting (on/off) data for selected bus stops."

- o "Next Steps

"Members of the group noted that some funds were recently granted for Arlington Center improvements, but no money is yet available for the East Arlington improvements. Without funds for implementation, **what is the point of the planning process?** (Emphasis added.)"

The notes then reference remarks made by Alan McClennon, a member of the Arlington Planning Dept.:

- o "Alan McClennen explained that the development of a vision that the community could agree on was just as important, and by developing a vision, it is more likely that the funds would become available. (Given competing demands for Federal/State funds, they are more likely to go to the community that has an agreed-upon vision on what to do with the money.)"

"There was general agreement in the group that it was time to (a) involve the business community, and (b) bring the process to a larger public, perhaps via charities or other larger public meetings this winter. Perhaps it would be appropriate to identify a group of 10-15 leaders."

Thereafter, although planning had begun in secret on the Mass Ave corridor by a private group in 2002, there were no public meetings in 2002, 2003, 2004, and 2005. There was no public involvement or participation. The public had been eliminated from the development of the Mass. Ave. Corridor although the study and planning continued secretly.

B. 2005-2008

The elimination of public involvement and participation continued, although the corridor study, vision creation, and planning were in full swing. Exhibit 2, as you know, provides documentation of a Project Initiation letter sent to MassDOT in July 2005 and several responses from MassDOT moving the project forward.

Although the public still had no knowledge of anything regarding the corridor, Ms. Leavenworth wrote a letter dated February 10, 2006 to Mr. Sullivan. Her letter supported "Reconstruction Massachusetts Avenue from Pond Street to the Cambridge City line, Key # 604687.

"This is to inform you that the Massachusetts Highway Department (MassHighway) has determined that the above project is eligible for Federal Aid HPP funding. This approval is based on an estimated cost of \$2,000,000."

The public still knew nothing about the project when Mr. Sullivan, in a letter dated July 25, 2006, contacted Kenneth S. Muller, Chair of the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization:

"The Town of Arlington respectfully request that \$256,000 be included in the 2007 Transportation Improvement Program (TIP) for the design component of the Massachusetts Avenue Corridor Project, Phase 1...As you know, the Massachusetts Avenue Corridor Project Phase 1 has been appropriated \$1.6 million dollars as part of the SAFETEA-LU High Priority Projects list..."

Mr. Sullivan continued:

"The Town of Arlington, through the Transportation Advisory Committee (TAC) has studied the corridor over the past several years to examine possible infrastructure configurations to improve safety and circulation of pedestrians, bicyclists, transit users, and motorists. The TAC has been soliciting input from the community on infrastructure configurations, holding several public meetings to explore options. The community supports improvements to the Mass Ave Corridor. Once the design funds are in place, the TAC and the Town will re-energize the public process and will solicit input from local residents, business owners, and the general community."

TAC never held any public meetings or solicited input from the community on infrastructure configurations. The community did not support the Mass Ave Corridor Project because it knew nothing about the project because public participation had been eliminated. Once the design funds became in place, TAC and the Town did not re-energize the public process because they had never energized it in the first place. TAC and the Town never solicited input from local residents, business owners, and the general community during 2005, 2006, 2007, and 2008 until the DOT

initiated public meeting in October, 2008. Two public participation meetings were held in October, 2008 and no roadway design was presented at either one. The third and final public participation meeting was held on Feb. 5, 2009. As shown in Exhibit 3 attached, a mere 50 to 60 people attended each of these meetings. Involving the public was the last thing TAC and the Town wanted to do. MassDOT and FST agreed.

FHWA and MassDOT policy, regulation, and procedure emphasize the critical importance of public participation and involvement in the development of a roadway project. FHWA states "Public involvement needs to be an early and continuing part of the transportation and project development process." MassDOT states "Public outreach is integrated into every step of the project development process." The Town, MassDOT, and FST colluded to eliminate public participation and involvement from 2002-2008 in the development of the Mass. Ave. Corridor project. The roadway design was revealed to the public for the first time at Arlington's third and final public participation meeting held on February 5, 2009 and railroad through at that meeting.

Page 14, Comment #2's Response (continued):

Broderick: *"The original plan had 2 lanes, and now has 3."*

The 2-lane plan was so completely unrealistic, unacceptable, and forgettable that traffic simulations were pointless. The only reason for presenting this plan seemed to be the need to present an alternative to the 3-lane plan that was not 4 lanes. Both the 2002 and 2005 engineering studies had determined that 2 lanes could not sustain existing traffic volumes, let alone future ones.

Sincerely,
ON BEHALF OF EACCC

Eric Berger

Eric Berger

CC:

John McVann, Director of Project Delivery, FHWA

Tomasz Janikula, Area Engineer, District 4

Patricia Leavenworth, P.E., District Highway Director, MassDOT

Frank DePaola, Highway Administrator, MassDOT

Adam Chapdelaine, Town Manager, Arlington

EXHIBITS

1. Town of Arlington website document, Feb. 2009:
"Q5: Why do we need bike lanes?"
2. July 11, 2005 Project Initiation Letter from Town
to MassDOT (etc.)
3. Town of Arlington website document, Feb. 2009:
"Q8: How is a new idea for the corridor evaluated?"



Q3. How is this different from Pleasant Street (Route 60)?

The evening backups Pleasant Street arise from

- Insufficient room to get around motorists turning left onto a side street
- The single through lane of traffic at the light at Moss Ave.

The Mass Ave corridor design is different in that it allows room to get around turning vehicles, and is careful to maintain the needed capacity at signalized intersections.

Q4. Has anybody actually done traffic counts, to support the design?

Yes, since 2001, three studies with traffic counts have been done by three separate firms. The most recent set of counts were in support of the current plan, and were done in October 2008. All three studies came to the same conclusion: on most of the corridor, only a single through lane is needed, so long as space is provided for left-turning traffic, and that two through lanes are provided eastbound on the approaches to Lake Street and Route 16.

Q5. Why do we need bike lanes; isn't the Minuteman Trail a sufficient alternative?

The bike lanes

- Accommodate the State Law (Chapter 90E) and MassHighway guidelines that call for bicycle and pedestrian accommodation on state-funded road construction projects
- Provide a dedicated space that encourages new riders along the corridor, and invites them to use the corridor and patronize businesses.
- Provide cyclists a clear place to be, so that they are less likely to illegally ride on the sidewalk, weave through traffic, or ride in the wrong direction.
- Provide a route for Alewife bicycle commuters when the Minuteman Trail is too icy for safe bicycle use.
- Serve destinations (the homes and businesses along the corridor) that are simply not served by the Minuteman.
- Provide cyclists an efficient route into Cambridge that is far more direct and faster than the Minuteman. Given the large numbers of pedestrians using the Minuteman, it is often not the best route for the faster cyclists.
- Encourage cyclists to ride further away from opening car doors, thus reducing the risk of "dooring" accidents.
- Remind motorists to look for cyclists when turning or opening car doors



Town of Arlington
Office of the Town Manager

Brian F. Sullivan
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: bsullivan@town.arlington.ma.us

July 11, 2005

Ms. Patricia Leavenworth, P.E.
District Highway Director
MassHighway
519 Appleton Street
Arlington, MA 02476

Re: Arlington- Massachusetts Avenue
Request for Project Initiation and Entry into PROJIS/PARS

Dear Ms. Leavenworth:

On behalf of the Town of Arlington, I request your support in securing construction funding for Transportation Improvements to Massachusetts Avenue, from Mill Street to Alewife Brook Parkway, for an approximate length of 1.6 miles.

Mass Ave has a functional classification of Urban Principal Arterial. The Town of Arlington, through its Transportation Advisory Committee, has studied the corridor over the past several years to determine what infrastructure repairs could be completed to improve the safety and circulation of pedestrians, traffic, bicyclists, and transit that use the corridor. The enclosed traffic study has been completed recently to review the transportation trends on Mass Ave and to recommend improvements that could be implemented to obtain a higher level of safety for all that enjoy Mass Ave.

B. J.
Ms Patricia Leavenworth
July 11, 2005
Page 2

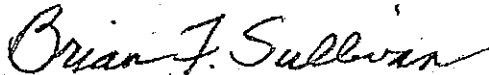
The Massachusetts Avenue roadway cross section is relatively wide: 2 lanes of vehicular travel can be accommodated in both directions, although the travel lanes are poorly defined. Sidewalks, in various degrees of repair, adjoin legal and illegal parking stalls on either side of Mass Ave. There are currently no defined bicycle accommodations on Mass Ave, although bicyclists use the corridor as a commuter route. In addition, the Minuteman Bikeway crosses Mass Ave at the Pleasant Street intersection, which requires bicyclists to travel along and cross Mass Ave.

There are six signalized intersections in the subject area that operate at various levels of service. Two of these intersections have crash rates well above the District 4 standards. Crosswalks are located at signalized and unsignalized intersections and also at mid block locations where foot traffic is concentrated. This stretch of roadway has a very high number of pedestrian and bicycle crashes.

The Town has worked to have \$2,000,000 included in the Transportation Equity Act- A legacy for All Users (TEA-LU) for this improvement project; however, the town anticipates that the construction costs for this project will likely be \$2,500,000. A summary of the improvements that the town anticipates is attached to this letter.

The justification for these improvements is included in the enclosed Traffic Study. I hope you agree that this project is viable, and worthy of the funding that has been earmarked for improvements on Massachusetts Avenue. If you have any questions, or wish to discuss this project further, I would be happy to meet with you to discuss. Thank you for your consideration, I look forward to your favorable endorsement.

Very truly yours,



Brian Sullivan
Town Manager

ENC:

Massachusetts Avenue:	Existing Conditions	Proposed Improvements
From Mill St to Franklin St (Arlington Center)	Two lanes per direction Several unprotected sidewalks On street parking	1. Maintain existing two lanes per direction with additional turning lanes at intersections as necessary 2. Upgrade and coordinate traffic signals 3. Provide neck-downs at unsignalized crosswalks 4. Maintain existing parking
From Franklin St to Grafton St	Two lanes per direction Several unprotected sidewalks On street parking	1. Narrow to one travel lane per direction with additional turning lanes as necessary 2. Upgrade traffic signals 3. Provide neck-downs at unsignalized crosswalks 4. Maintain existing parking 5. Create a five-foot marked bicycle lane 6. Widen existing sidewalks or provide planting strip, where possible
From Grafton St to Marathon St (Lake Street District)	Two lanes per direction Several unprotected sidewalks On street parking	1. Transition back to two lanes per direction with additional turning lanes at intersections as necessary 2. Upgrade traffic signals 3. Provide neck-downs at unsignalized crosswalks 4. Maintain existing parking 5. Continue the bicycle lane on the south side of Massachusetts Avenue only
From Marathon St to Alewife Brook Pkwy	Two lanes per direction Several unprotected sidewalks On street parking	1. Narrow to one travel lane per direction 2. Upgrade traffic signals 3. Provide neck-downs at unsignalized crosswalks 4. Maintain existing parking 5. Bicycle lane provided on both north and south side of Massachusetts Avenue



Mitt Romney
Governor

Kerry Healey
Lt. Governor

John Cogliano
Secretary

Luisa Palewonsky
Commissioner

August 9, 2005

Brian F. Sullivan
Town Manager
730 Massachusetts Avenue
Arlington, MA 02476-4908

Re: Arlington - Massachusetts Avenue, Roadway Reconstruction

Dear Mr. Sullivan:

Thank you for meeting with Constance Raphael and Brian Fallon of my staff regarding your recent request for project initiation for the subject roadway reconstruction project. As discussed at the meeting the District generally supports your proposal and recognizes the need for transportation improvements along this important corridor; however, there are certain issues that require clarification prior to consideration by the Project Review Committee (PRC).

Community support for the project is essential. I understand that preliminary public meetings have been held to present the proposal, solicit ideas and garner public support. Please submit any documentation you may have on these meeting dates, approximate attendance, level of support and any specific concerns that have arisen. It was mentioned at the meeting that the Boston Area Planning Organization (MPO) has reviewed this proposal. Please submit any response you may have regarding their support for the proposal. It is our understanding that improvements to Massachusetts Avenue have been included in the reauthorization of TEA-21 as a High Priority Project. Any information you have regarding the exact intent of this earmark and how this proposal meets that intent should be submitted.

While it appears the existing right-of-way will be adequate for the work proposed, as the design progresses it may become apparent that rights-of-entry and/or temporary easements will be required. The town must make a firm commitment to fund the design of the project and acquire any right-of-way that may be needed.

It appears that design exceptions may be needed especially in the Town center portion of the project. All apparent design exceptions must be identified. Associated impacts to rights-of-way and the environment relative to the Massachusetts Highway Department's desired, minimum and proposed design elements must be included.

The intersection of Massachusetts Avenue and Pleasant Street (Route 60) is considered a high crash location. It is my understanding that the Town has a consultant examining this intersection as well as the intersection of Massachusetts Avenue and Medford Street and the intersection of Route 60 and Chestnut Street. The Town should submit the consultant's report including information on traffic operations, an accident analysis and a proposed plan to alleviate the accident potential.

Massachusetts Highway Department • District 4 • 519 Appleton Street, Arlington, MA 02476 • (781) 641-8300

RECEIVED
TOWN MANAGER
ARLINGTON, MA
05 AUG 12 AM 9:48

9/22
TOWN 2/21
V.R. 2/21
2005
and 4/21/05

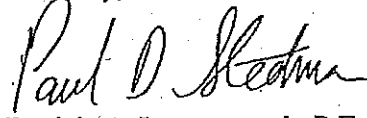
Brian Sullivan
Arlington - Massachusetts Avenue
August 9, 2005
Page 2

Please remember that this project will be evaluated using the Transportation Project Evaluation Criteria. Information relating to condition, mobility, safety and security, community effects and support, land use and economic development, environmental effects and cost effectiveness will be required to appropriately evaluate this project in relation to other proposed projects. I encourage the town to utilize the Transportation Project Evaluation Criteria when evaluating roadway needs and developing new projects.

Finally, it was discussed at the meeting that the corridor seems to lend itself to two distinct projects. The proposal for the section from Pond Street to Alewife Brook Parkway calls for pavement narrowing, better lane definition, bike lanes, a wider green space and possible enhancements. Work in the town center section could be consider as a separate project since it involves mostly signal upgrading and pavement resurfacing except in the Water Street to Mill Street area. If you agree with this approach please submit documentation specific to two separate projects.

The District looks forward to your response and the additional information requested. If you have any questions regarding the requested information, please do not hesitate to contact Mr. Michael Galvin, District Project Development Engineer, at (781) 641-8474.

Sincerely,


fo Patricia A. Leavenworth, P.E.
District Highway Director

cc: Barbara Lucas, MAPC
John Blundo, P.E., Chief Engineer
Michael Galvin, District Project Development Engineer



Mitt Romney
Governor
MASSACHUSETTS
DEVELOPMENT

Kerry Healey
Lt. Governor

John Cogliano
Secretary

Luisa Palewonsky
Commissioner



MASSACHUSETTS
EXECUTIVE OFFICE
OF TRANSPORTATION

06 MAR 14 AM 11:43

FEB 14 2006

February 10, 2006

Brian Sullivan, Town Manager
Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Re: .. Arlington - Reconstruction Massachusetts Avenue from Pond Street to the
Cambridge City line, Key # 604687

PROJECT
NUMBER

Dear Mr. Sullivan:

This is to inform you that the Massachusetts Highway Department (MassHighway) has determined that the above project is eligible for Federal Aid HPP funding. This approval is based on an estimated cost of \$2,000,000.

This approval is contingent upon several other steps. The project must be included in the approved Statewide Transportation Improvement Program (TIP). Since the TIP is financially constrained, any requests for amendments should be coordinated through the Boston Metropolitan Planning Organization. In the event this project does not make the TIP, it will be carried in the pending list for informational purposes. All projects, even though in the TIP, are subject to the availability of State and Federal funding at each stage.

The Town of Arlington is responsible for funding and managing the design of this project. The Town is also responsible for acquiring any right-of-way necessary. If the Town does not complete the engineering plans in a timely manner, the project may be withdrawn from the program. Water and sewer work in the area will also be the responsibility of the Town and should be completed prior to the start of construction. If the Town chooses to hire an engineering consultant to prepare the design, it is recommended that the consultant be previously approved by the Architects and Engineers Review Board.

The Town will also be required to follow Engineering Directive E-02-005 regarding Early Environmental Coordination for Design Projects. Prior to the start of construction the Town will be required to enter into an agreement with MassHighway outlining the division of work and the division of expense. A sample agreement is attached for your information.

Prior to the commencement of the preliminary survey, the designer should contact the MassHighway's Survey Office at (617) 973-7483, to obtain horizontal and vertical control for the project. For survey notebooks to record field notes, the designer should contact the District Four Survey Office at (781) 641-8461. These notebooks must be returned to the District Four Survey Office upon completion of the project design.

All MassHighway projects must be designed and constructed in compliance with the specifications set forth in Massachusetts Architectural Access Board (AAB) 521 cmr 1.00 et seq. The AAB issued a revision to the Rules and Regulations on February 23, 1996 with the full impact taking effect on September 1, 1996. The Town through its designer is responsible for ensuring that the design of a project funded by MassHighway is in compliance with AAB. Any right-of-way necessary for the construction to be in compliance with AAB is the responsibility of the Town. In addition, the Town is responsible for obtaining any AAB waivers from compliance associated with the project. Failure to comply with these requirements will result in delay of construction and the possibility of funds being re-appropriated to other communities.

Please contact Mr. Michael Galvin, District Project Development Engineer at (781) 641- 8474, if you have any questions or require additional information.

Sincerely,



Patricia A. Leavenworth, P.E.
District Highway Director

Attachment

cc: John G. Sanchez, Commissioner of Public Works
Barbara Lucas, MAPC
John Blundo, Chief Engineer
Michael Galvin, D.P.D.E.



Town of Arlington
Office of the Town Manager

Brian F. Sullivan
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: bsullivan@town.arlington.ma.us

March 7, 2006

Ms. Patricia Leavenworth, P.E.
District Highway Director
MassHighway
519 Appleton Street
Arlington, MA 02476

Re: Arlington- Massachusetts Avenue
Project Number 604687
Request for Design Funding Assistance

Dear Ms. Leavenworth:

On behalf of the Town of Arlington, I am requesting your support to advance the design of the Massachusetts Avenue project by releasing \$ 427,993.85 of the monies earmarked as part of the SAFETEA- LU High Priority Projects list for the Massachusetts Avenue project for design completion. A copy of the Scope of work, and work hour estimate needed for this effort is attached to this letter for your review, and consideration.

The Town has discussed this request with representatives from your office, as well as with representatives from the Mass Highway Boston Planning office. Recent interpretation of the definition of construction monies by FHWA includes the use of earmarked construction monies to facilitate the design and permitting of construction projects. Your support of this request is greatly appreciated.

If you have any questions regarding this request, please don't hesitate to call. We are in the process of contacting MAPC to request that design monies for this project be put on the 2006 TIP. Thank you for your consideration.

Very truly yours,

TOWN OF ARLINGTON

Brian F. Sullivan

Brian Sullivan
Town Manager

Attached



Town of Arlington
Office of the Town Manager

Brian F. Sullivan
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: bsullivan@town.arlington.ma.us

March 8, 2006

Mr. Kenneth S. Miller, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
Ten Park Plaza Suite 2150
Boston, MA 02116

Re: Arlington- Massachusetts Avenue
Project Number 604687
Request for Design Funding Assistance

Dear Mr. Miller:

On behalf of the Town of Arlington, I am requesting your support to advance the design of the Massachusetts Avenue project by releasing \$ 430,000.00 of the monies earmarked as part of the SAFETEA- LU High Priority Projects list for the Massachusetts Avenue Improvement Project for design completion, as part of the 2006 Transportation Improvement Program.

Massachusetts Avenue has been appropriated \$1.6 million dollars as part of the SAFETEA- LU High Priority projects list. We are requesting that a portion of this money be programmed on the 2006 Transportation Improvement Program for design services needed to advance the project. Recent interpretation of the definition of construction monies by FHWA includes the use of earmarked construction monies to facilitate the design and permitting of construction projects.

The construction cost for the Massachusetts Avenue project has been estimated at \$1.8 million dollars. It is anticipated that the federal earmark for Mass Ave would be used to cover the design of the project, as well as most of the estimated construction costs. It is likely that the construction of this project could commence in 2008. The Project Initiation Forms for the construction component of this project will be forwarded to you shortly under a separate cover.

The Massachusetts Avenue Improvement project is the Town's number one priority. We are excited to move this project ahead, and greatly appreciate your support. If you have any questions regarding this request, please don't hesitate to call.

Very truly yours,

TOWN OF ARLINGTON

Brian Sullivan
Town Manager



Town of Arlington
Office of the Town Manager

Brian F. Sullivan
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: bsullivan@town.arlington.ma.us

July 25, 2006

Mr. Kenneth S. Miller, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
Ten Park Plaza, Suite 2150
Boston, MA

Reference: 09145.00

Re: Request by the Town of Arlington to include the Design of Phase 1 of the
Massachusetts Avenue Corridor Project on the 2007 Transportation Improvement
Program

Dear Mr. Miller:

The Town of Arlington respectfully requests that \$256,000 be included in the 2007 Transportation Improvement Program (TIP) for the design component of the Massachusetts Avenue Corridor Project, Phase 1. An estimate formatted in the preferred Mass Highway spreadsheet is attached for your review. The Town of Arlington also respectfully requests that \$2,000,000 be included on the 2008 TIP for the construction of Phase 1 of this project.

As you know, the Massachusetts Avenue Corridor Project Phase 1 has been appropriated \$1.6 million dollars as part of the SAFETEA-LU High Priority Projects list. The Town has requested clarification as to whether the monies earmarked for High Priority Projects can be used to advance the design of the project. The reply to this request for clarification from Paul Mahoney of the Federal Highway Administration, was as follows: ".... Per 23 U.S.C. 101(a)(3), the definition of 'Construction' will include Environmental Documentation, Design, and ROW Acquisition activities, as well as physical construction." Thus it is appropriate for the town to request the use of a portion of the earmark monies for the design of the Massachusetts Avenue Corridor Project, Phase 1.

The Massachusetts Avenue roadway cross section is relatively wide: two lanes of vehicular travel can be accommodated in both directions, although the travel lanes are poorly defined. Sidewalks, in various degrees of repair, abut legal and illegal parking stalls on either side. There are currently no defined bicycle accommodations, although bicyclists use the corridor often as a commuter route. The Minuteman Bikeway crosses Mass Ave at the Route 60 intersection.

Phase 1 of this project will extend from the Cambridge City Line to Pond Lane, for an approximate length of 5,160 linear feet. The intent of the project is to redesign the current roadway cross section to better accommodate the multimodal use of the corridor and provide for safer passage for pedestrians, bicyclists, public transportation users and motorists. The town has requested and received approval from Mass Highway for this phase of the project to be included to the PROJIS/PARS. The MHD project number is 604687. The town is planning to review the remaining cross section of Mass Ave from Pond Lane to Arlington Heights as a separate initiative to follow Phase 1 at a later date. Phase 1 is the most critical area.

The Town of Arlington, through the Transportation Advisory Committee (TAC) has studied the corridor over the past several years to examine possible infrastructure configurations to improve the safety and circulation of pedestrians, bicyclists, transit users, and motorists. The TAC has also been soliciting input from the community on infrastructure configurations, holding several public meetings to explore options. The community supports improvements to the Mass Ave Corridor. Once the design funds are in place, the TAC and the Town will re-energize the public process and will solicit input from local residents, business owners, and the general community.

The current construction cost for Phase 1 of the project has been estimated at \$2,000,000; the combined design and construction cost is estimated at \$2,256,000. We feel that these estimates are accurate in that they are based on current cost trends in the consultant and construction industry. The town will make every effort not to exceed these costs through the design and construction process.

We have been laying the groundwork for the Mass Ave Corridor Project for several years. The Town is anxious and excited to commence the design activities on the number one transportation priority for Arlington. We hope we have your support for this request, and if so it is greatly appreciated.

If you would like to discuss the project further, please call at your earliest convenience.

Very truly yours,

Brian F. Sullivan
Town Manager

Enclosure: Design Cost Estimate Spread Sheets



BOSTON METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
Fax (617) 973-8855
TTY (617) 973-7089
www.bostonmpo.org

John Cagliano
MPO Chairman

September 6, 2006

Mr. Brian F. Sullivan
Manager, Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Dear Mr. Sullivan:

Thank you for your recent letter in support of the Massachusetts Avenue Arterial and Intersection project in Arlington (MassHighway No. 604687). I appreciate your advocacy on behalf of transportation projects that are important, both locally and regionally, to the municipalities and agencies of the Boston Region Metropolitan Planning Organization.

Your letter includes two separate requests regarding the Massachusetts Avenue Arterial and Intersection project: (1) that \$256,000 of SAFETEA-LU High Priority Project funds be programmed for the design component of the project in the Federal Fiscal Year 2007 element of the FFY 2007-2010 Transportation Improvement Program and (2) that \$2 million be programmed for the construction component of the project in the FFY 2008 element of the draft FFY 2007-2010 TIP.

At its meeting on August 17th, the Boston Regional Metropolitan Planning Organization voted to program the use of \$278,000 in federal funds in FFY 2007 for the design of the Massachusetts Avenue project. Once the FFY 2007-2010 TIP has been formally accepted by the U.S. Department of Transportation, the funding is available for use. I would recommend that you contact Michael Galvin, Project Development Engineer at MassHighway District 4, to arrange an opportunity to discuss the matter in person. Please note that the use of Title 23 (High Priority Project) funds is governed by a myriad of state and federal regulations and contracting requirements.

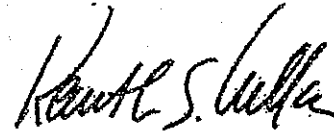
A cooperative transportation planning effort of the:
Executive Office of Transportation
City of Boston
City of Everett
City of Newton
City of Salem
Federal Highway Administration (ex officio)
Federal Transit Administration (ex officio)
Massachusetts Bay Transportation Authority
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Highway Department
Massachusetts Port Authority
Massachusetts Turnpike Authority
Metropolitan Area Planning Council
Regional Transportation Advisory Council (ex officio)
Town of Bedford
Town of Framingham
Town of Hopkinton

RECEIVED
TOWN MANAGER
ARLINGTON, MA.
2006 SEP 15 AM 10:51

As design and other preparatory work for the Massachusetts Avenue project has not yet been completed, it would be premature to program the requested \$2 million for construction in the FFY 2008 element of the draft TIP. That decision will be made by the Transportation Planning and Programming Committee of the Boston Region MPO - a body of 14 voting members and three non-voting members, including seven elected officials representing four cities and three towns - when the project is at a more advanced point.

I appreciate your participation in the transportation planning process for the Boston Region. If you have any additional questions or requests, please don't hesitate to contact me at (617) 973-8064 or Sam Snead, Boston Region MPO TIP Coordinator, at (617) 973-7129.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth S. Miller". The signature is fluid and cursive, with the first name "Kenneth" and last name "Miller" clearly distinguishable.

Kenneth S. Miller, P.E.
Chair, Transportation
Planning and
Programming Committee

cc: Judith Riley, Executive Office of Transportation
David Anderson, MassHighway Engineering
Michael Galvin, MassHighway District 4



Town of Arlington
Office of the Town Manager

Brian F. Sullivan
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: bsullivan@town.arlington.ma.us

April 5, 2007

Ms. Patricia Leavenworth
District 4 Highway Director
Massachusetts Highway Department
519 Appleton Street
Arlington, MA 02476

RE: Mass. Ave. Corridor Phase 1, Project # 604678

Dear Ms. Leavenworth,

Enclosed for your review is a revised Scope of Work and Work Hour Estimate for the Mass. Ave. Corridor Phase 1 Design, in the amount of \$344,400. Please send us a reimbursable agreement for this amount at your earliest convenience. Please let us know if we can provide you with anything further.

Sincerely,

A handwritten signature in cursive script that reads "Brian F. Sullivan".

Brian F. Sullivan
Town Manager

Cc: Kevin O'Brien, Planning Director
Connie Raphael, District Planning Coordinator



- Enable motorists to travel further to the left than they otherwise would, improving visibility between them, traffic entering from side streets, and pedestrians.

Q6. What is wrong with the existing crosswalks? Don't we just need enforcement?

Although, thanks to the efforts of the Police Department, more motorists are now yielding to pedestrians in crosswalks, we can't have enforcement everywhere all of the time. A more sustainable solution is to engineer the road to improve safety for both pedestrians and drivers.

Marked uncontrolled crosswalks on busy 4-lane roads have a poor safety record, most likely due to

- Excessive crossing distances (the pedestrian is exposed to traffic for a greater period of time, with no refuge)
- The possibility of multiple threat crashes, where a motorist in one lane stops, but the motorist in the adjoining lane proceeds and hits the pedestrian.

Ways to improve these crosswalks include

- Shortening the crossing distances
- Providing pedestrian refuges, where possible
- Reducing motorist speeds
- Reducing the number of lanes, where possible, so that multiple threat crashes don't occur

For further information:

<http://www.walkinginfo.org/engineering/crossings-crosswalks.cfm>

Q7. What about crosswalks at bus stops?

The project includes the addition of three new crosswalks, near Bates Road, Harlow Street and Milton Street. The last two will serve bus stops that are not currently served by crosswalks.

Q8. How is a new idea for the corridor evaluated?

* The Town has held three public meetings to date to discuss plans for the corridor. 50-60 people have attended each meeting, and all comments were heard. An additional meeting on this first draft plan will be held by Mass. Highway, in Arlington, expected to be in the spring. Additionally, comments can be sent by email to the Senior Planner. Comments are compiled and sent to the project engineer, designer, and the Review Committee, made up of Town residents and neighborhood residents, and business owners. This group includes a number of transportation professionals living in Arlington. All comments are carefully considered, and balanced with other comments and the goals of the project. This information has been compiled and posted online at arlingtonma.gov/massave.

18 Hamilton Road, Apt. 205
Arlington, MA 02474
February 28, 2013

Thomas F. Broderick, P.E.
Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116-3973

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

**Re: MassDOT Public Hearing of February 26, 2013 on Mass. Ave. Corridor
Project No. 604687**

Dear Mr. Broderick:

I spoke at the MassDOT February 26, 2013 public hearing in Arlington's Town Hall about the Mass. Ave. Corridor Project. I sent an email to Kimberly Sloan prior to February 26 requesting that the East Arlington Concerned Citizens Committee (EACCC) and she come to a mutual understanding about the time limit for each speaker. She refused to do this and, at the hearing, I was unable to deliver all my remarks, although I added to my opening by disputing Senator Donnelly's scare tactic statement that a 4-lane roadway would never receive state and federal funding. I told the Senator he had been misled. A complete copy of my remarks appears below.

Ms. Sloan refused to cooperate in another way. She never sent the EACCC a copy of the latest LOS analysis, even though she was informed on February 1 by Mr. Janiikula of FHWA that the EACCC would like a copy.

The hearing transcript will indicate that the public was misled by FST's statements that MassDOT requires 68 feet of roadway on the corridor and a shared travel lane must be 15 feet wide. These statements are not true, nor is the claim expressed at the hearing that the No Build will require elimination of parking on either the north or south sides of the corridor.

The transcript record will also indicate that Alan Cloutier of FST did a very incomplete and confusing presentation of its most recent LOS analysis comparing the Build and No Build Scenarios. The data were not made available to the public. His presentation directly violated the letter and spirit of Mr. McVann's expectation as expressed in his January 23, 2013 letter to you. In that letter, Mr. McVann stated FHWA expects the public would be made aware of "the results of additional multimodal analysis conducted on the project..." It was your responsibility to see that was done in a first rate manner.

In addition, John Michalak of FST stated to the audience that Mass. Avenue currently functions "mostly as one lane on each side." This preposterous statement was met with laughter and disgust from the audience who know what their eyes see on a daily basis on Mass. Avenue. In fact, in FST's first Functional Design Report dated September 2009 as submitted to MassDOT, FST stated on Page 15, 2.0 Existing Conditions, 2.1 Geometrics: "Massachusetts Avenue is typically a four-lane road." On the same page FST states: "There are typically two travel lanes in each direction..." And, on page 24, 3.0 Improvements, 3.3 Travel Lane Requirements: "Essentially two travel lanes exist on Massachusetts Avenue in each direction." All of these 4-lane road characterizations by FST were excised from their second Functional Design Report dated November 2010. Such duplicity, both verbal and written, is unethical. The Arlington public deserves better.

It was also your responsibility to make certain the public record was set straight regarding the excellent quality of the 2010 Highway Capacity Manual (HCM), Chapter 16, Urban Street Facilities methodology, especially since I had communicated to Ms. Sloan prior to the hearing that the leaders of the pro-bike lane and pro-3 travel lanes East Arlington Livable Streets Coalition (EALS) had publicly described that software as "untested". I am certain you are aware that under the leadership of Ray Derr, Project manager of the National Cooperative Highway Research Program (NCHRP), that multimodal arterial level of service methodology was developed under NCHRP Project 3-70. The results of the \$1.1m research effort were extensively discussed and refined and approved by the TRB Committee on Highway Capacity and Quality of Service before they were incorporated in the HCM. That committee, as you know, is comprised of many of the leading international researchers in the operational analysis of roads.

Even more distressing, however, were Mr. Cloutier's remarks about the methodology. He was apologizing for the software rather than praising its advances over previous methodologies. Furthermore, he referred more than once to its newness, implying it had imperfections. He gave the impression it was on a trial run. He was subtly denigrating the software and FHWA's requirement that it be used. I conclude that MassDOT also does not respect that software despite its excellence and improvement over previous methodologies.

There were other significant failures by MassDOT which undermined the purpose and effectiveness of this Public Hearing:

1. **No required display of the following documents for public review:**

- A. No stamped certified land surveyor drawings.
- B. No plan documents submitted to MassDOT at 25% and 75% levels.
- C. No engineer drawings or any other documents in the 75% submission.
- D. No list of easements.

2. **On display were two landscape posters and pictures of trees and plants.**

(One member of the public speaking at the microphone said he had looked at the posters but couldn't figure out his answer because he didn't see any measurements.)

3. **The projector was out of focus.** Nobody attempted to put it in focus when members of the audience indicated they were having trouble reading the text.

4. **No hand outs were provided for the material that was projected.**

5. **Very few answers were provided by MassDOT, FST, or the Town to questions posed by audience members during the Q&A session.**

For example: one resident said she owns a home on Mass. Avenue and had learned that on page two of FST's 75% engineering drawings, note number 5 from the surveyor says that property lines are only "approximate". She'd heard that the last survey was done approximately 100 years ago and asked: How can you lay out a road or take 240 private property easements without knowing exactly where property lines are? Does that break any laws or regulations? Who is your land surveyor, and when will he or she be surveying these properties? These are all critical questions but generated not one answer from the front--not from MassDOT, FST, or the Town. The resident sat down.

How does MassDOT hold a public hearing on a project and have no plan documents on display for the public to see?

We were also greatly disappointed at the lack of control of the meeting by MassDOT's moderator, Marie Rose. She allowed rhythmic clapping by the bike representatives who sat primarily in one section, and which started whenever a speaker against the plan reached his or her 3 minute mark. When I spoke, this clapping was accompanied by jeering. She did nothing to stop this. A sign was held over the side of the balcony which depicted the number 4 in a circle with a slash mark through it. Supposedly this was a symbol for getting rid of 4 lanes to the bike enthusiasts, who started their rhythmic clapping and jeering when it appeared. Marie Rose allowed this disrespectful behavior to continue throughout the hearing. Many of the older folks in the audience felt intimidated by this and I believe it affected their willingness to speak at the microphone.

This hearing was a huge failure regarding meeting its requirements and FHWA expectations. I charge that MassDOT purposely disrespected the intent for the FHWA hearing and, thereby, FHWA. Last night's hearing was part of the pattern begun by the Town back in 2002 to keep the public uninformed.

Sincerely,



Eric Berger

C.C. Pamela Stephenson, FHWA MA Division, Administrator
John McVann, FHWA MA Division, Director of Project Delivery
Tomasz Janikula, FHWA MA Division, Area Engineer, District 4
Maria Romano, Chairperson, EACCC

**ERIC BERGER'S COMMENTS FOR 2/26/13 MASSDOT PUBLIC HEARING:
MASS. AVE. CORRIDOR PROJECT**

My name is Eric Berger. I'm an Arlington resident and Town Meeting member. I speak tonight for many thousands of Arlington residents, the 98% traveling on Mass. Avenue in motor vehicles, who are sick and tired of getting the removal of a traffic lane shoved down their throats. The 98% majority is worried sick about the possibility of a Mass. Avenue with

only 3 travel lanes. Recent snow storms have pounded home the inconvenient truth of what happens when a travel lane is lost: gridlock like on Lake and Pleasant Streets, degrading of service, increase in side street traffic, and slowed response times of emergency vehicles. In their homes and hearts, our residents love Arlington but they're disgusted with the lies justifying removing a lane, like the lie about how the Town must install bike lanes to get state and federal money.

The Town's plan to eliminate a traffic lane was developed in secrecy. The Town eliminated PUBLIC PARTICIPATION from the development of the corridor project for a 6 year period from 2002 - 2008. This secrecy violated MassDOT and FHWA regulations. During those six years, no public meetings were held by the Town. This fact is recorded on the Town's own Corridor Project Time Line on the Town's website.

How did the town get away with this? The Town, MassDOT, and FST--the town's engineer design company--colluded to cover up the 6 years of missing public involvement. When the Federal Highway authorities started their routine review, fraudulent documents about the extensiveness of public involvement were sent to them.

The pattern of deception never let up. It extended into the 25% Design MassDOT public hearing of April, 2011. That hearing was a charade. At that hoax, Arlington residents received assurances that "MassDOT encourages input from local communities and values your opinions...we will undertake no project without addressing the concerns of the community".

None of that was true! According to MassDOT's Chief Counsel, MassDOT never considered, read or studied the comments it received expressing concerns. When asked in what ways the comments had been considered by MassDOT, their Attorney stated the public's comments were simply given to the Town of Arlington and FST.

And it wasn't just that MassDOT ignored a few comments. We learned through a Public Records Request that MassDOT had received 3,442 comments in total and, of those, 94% opposed the removal of any travel lanes. Among the comments submitted against the Town's plan was a petition signed by 3,027 Arlington residents, and a letter signed by 81 business leaders which represent 78% of the businesses lining the Mass. Avenue Corridor mile.

The Town and MassDOT never told the FHWA they had received thousands of comments against the removal of travel lanes. This is one of the most damning pieces of evidence documenting how the Town and MassDOT attempted to deceive the FHWA.

In fact, in December 2012, MassDOT's Chief Engineer, Thomas Broderick, sent a document to Pamela Stephenson, the top ranking FHWA official in its Massachusetts Division, about that April 2011 Hearing. That document indicated only 187 comment letters had been received by MassDOT, and that 107 favored the project and 80 opposed the project. He never mentioned the petition with 3,027 signatures, nor the letter signed by 78% of the businesses. Mr. Broderick, therefore, covered up the inconvenient truths about the public comments MassDOT had actually received.

Mr. Broderick's fraudulent submission of data to deceive the FHWA is part of a far more extensive pattern of fraudulence the EACCC has documented for the record by the Town, MassDOT, and its engineers, FST, regarding the Corridor Project.

I want someone from MassDOT to explain why it deceived the FHWA about the number of public comments it received against the Town's plan to remove a traffic lane. How come you said it was 80 instead of over 3,200? The many thousands I represent deserve an answer. How come? I'm waiting.

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

RECEIVED

MAR 0 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name _____
Organization _____
Address _____

KEVIN D. LUCREZIANO
59 MAGNOLIA ST #3
ARLINGTON, MA 02474

MAD 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Salvatore Lucarziano Title _____
Organization _____
Address 50 Magnolia St #2
Arlington MA

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Jamir McAdams Title _____
Organization _____
Address 15 Rogers Rd.
Arlington, MA 02474

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Tim Scarbo Title _____
Organization _____
Address 15 Rogers Rd.
Arlington, MA 02474

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Nancy Searbu Title _____
Organization _____
Address 15 Rogers Rd.
Arlington. MA 02479

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Jessica Seabro Title _____
Organization _____
Address 15 Regis rd
Arlington MA 02474

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Hinda Messick Title _____
Organization _____
Address 95 Medford St
Arlington, MA

I take the bus to Cambridge & the traffic now on Mass. Ave is horrendous!

RECEIVED

MAY 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT -- Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

JAN KERITULAS

Title

RESIDENT

Organization

Address

264 MASSACHUSETTS AVE #508
ARLINGTON 02464

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

- ☒ I am against the Town of Arlington's Corridor Project design.
- ☒ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
- ☒ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
- ☒ I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
- ☒ I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue. DON'T OBEY RULES OF DRIVING
- ☒ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
- ☒ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed. THE PLAN DOES NOT HELP PEDESTRIANS

Name (TAX PAYER SINCE 1962) Title (HOMEOWNER)
Organization TRAFFIC AT A STAND STILL NOW.
Address RENTERS NEVER STAY LONG BUT
RECEIVED ALWAYS WANT EVERYTHING AND OWNERS PAY TAXES.

MAR 03 2013

MassDOT
PROJECT MANAGEMENT

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~As a business owner in Arlington, I am not surprised~~
~~that the town plan for the Mass. Ave. Corridor Project~~
~~will hurt my business. The planners including the~~
~~Town of Arlington, DOT and MassDOT have for the first~~
6 years ignored the wishes of businesses. Actually, the
fact is that they had no idea what our wishes were for
our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one
mile of road and cut through the side streets to get from
point A to point B. My business will suffer with the
long construction and the finished product causing major
congestion in front of the stores.

It is time that you listen to the businesses and residents
in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name Dr. Yi Wang Title ~~DR~~ OWNER
Organization Arlington Family Dental
Address 101 Mass. Ave. Arlington, MA 02474

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

Feb. 24, 2013

Dear Mr. Broderick,

I'm ten years old. I think you
should let the town of Arlington do the
Mass Ave plan. I especially like the
bike lane because we would get mor
exercise in a safe way which is good for
our health and the environment.

I hope you decide to let it happen.

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

thank you

Aviva

Feb. 24, 2013

Dear Mr. Broderick,

I am a fourth grader in Arlington. In my opinion we should have the changes in east Arlington made. The Mass Ave plan is a good idea in many ways, I really like the safety island. My grandmother had a stroke about a year ago and still can't walk very well. If she or anybody in a wheelchair or using crutches a walker or cane was crossing street a safety island would be helpful if they run out of time.

I also support the bike lane because my family and I bike a lot and I can't bike on the roads down there because of traffic and the sidewalks have always been really bumpy and hard to bike on. Also if more people are encouraged to ride bikes it will help the environment. I really hope these changes are made, thank you

RECEIVED

Sincerely,

Sofia

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

20130305 10:30

February 24, 2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Chief Engineer Broderick:

I am writing to you in support of the following proposed changes to Massachusetts Avenue in Arlington: wider sidewalks, new crosswalks, bike lanes, better lighting. I am not able to attend the public hearing on Tuesday, February 26.

As an East Arlington citizen, I travel on Mass. Ave in my vehicle, on bike, as well as by foot. The current configuration of Mass. Ave is unstructured and equally confusing. There are no clear guidelines to help direct those who are traveling on Mass. Ave particularly by car and bike. Also, I have an eight month old daughter and I often walk with her in the stroller to the local stores and shops. It is difficult to safely cross Mass. Ave.

When I ride my bike on Mass. Ave it is often to run errands, visit friends, or go to the gym. Although I have had experience riding my bike on this stretch of Mass. Ave, I often feel unsafe because there is no designated bike lane. In many instances, vehicles are attempting to pass each other at too high of speeds for such a road or because of the unmarked lanes, motorists are veering toward the spaces where cyclists ride. Cyclists have a right to travel on the street and we have a right to do so safely. Including bike lanes would help insure that vehicles and cyclists are clear about where they should travel.

Many cyclists travel through Arlington by bike- this is great situation! I believe we have a terrific opportunity to make Arlington more welcoming and SAFE for all commuters. It has been disheartening and frustrating to hear complaints about the proposed changes from some Arlington citizens. There is no perfect road design, but if we are willing to accept compromises and the needs of our town's population, we can help bring safer and more livable streets to our community.

Sincerely,

RECEIVED

Michelle Gibson

MAR 05 2013

Michelle Gibson
East Arlington Resident

MassDOT
PROJECT MANAGEMENT

APR 10 2013 9 28 AM

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

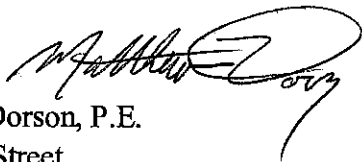
I am writing to let you know that I am in support of the Mass Ave Corridor redesign plan for East Arlington, MA. I use this vital corridor as a pedestrian, a cyclist and when I drive my car. I am looking forward to the new bike lanes, the better pedestrian crosswalks and the improved traffic flow that the proposed changes will bring to the area.

As a father who walks two young boys to elementary school across Mass Ave every school day, I am particularly excited by the proposed crosswalk improvements. Any opportunity to include side bump out, center island refuges and other means to improve the safety of these crossings should be undertaken.

As a cyclist who frequently travels to and from local businesses along this corridor, I am delighted to see that provisions are being made to improve my access. Too many people view cyclists as only recreational users and forget that many of us are out riding to go places like the bank and the movies and the shops that are not accessible from the nearby dedicated path.

As a vehicle driver, I am delighted that a sensible traffic configuration is finally being imposed on this chaotic section of road. I warn my visiting relatives to treat the current free-for-all as if they are in a snowy parking lot on the last shopping day before Christmas. There are cars going every which way in anything from one to three lanes wide in both directions at all times. It is really too much for even a good driver to process. Having a single lane toward Arlington Center and two headed for Cambridge should be more than enough to organize the flow. A recent snowstorm imposed a single lane of travel each way and there were no problems with the flow.

Sincerely,



2-25-2013

Matthew Dorson, P.E.
31 Sawin Street
Arlington, MA 02474
(781) 641-3792

cc:

Pamela Stevenson, Administrator
Federal Highway Administration
55 Broadway, 10th Flr
Cambridge, MA 02142

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

February 25, 2013

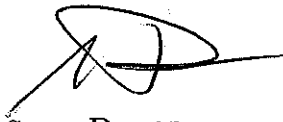
Thomas F. Broderick, P.E.
Chief Engineer, Mass DOT
10 Park Plaza
Boston, MA 02116
Attn: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

I am writing to let you know that I am in support of the Mass Ave Corridor redesign plan for Arlington, MA. The plan will both beautify and make safer a highly-used community hub. I am looking forward to the new bike lanes, the better pedestrian crosswalks and the improved traffic flow that this improvement will bring to the area.

I have lived in this neighborhood for over 10 years and have been anticipating this for the past few years. I also run a business in the area and am very much looking forward to the improvements as a proprietor as well. Please don't let this project stall in perpetuity!

Sincerely,



Susan Dorson
31 Sawin Street
Arlington, MA 02474
781-641-3792

cc:
Pamela Stevenson, Administrator
Federal Highway Administration
55 Broadway, 10th Floor
Cambridge, MA 02142

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

DOUGLASS TAFT DAVIDOFF

Post Office Box 425541 ■ Cambridge, Massachusetts 02142 ■ Telephone (617) 655-7520 ■ Email douglass.davidoff@gmail.com

February 20, 2013

Mr. Thomas F. Broderick, P.E., Chief Engineer
Massachusetts Department of Transportation
10 Park Plaza
Boston, Massachusetts 02116

*Attention: Project Management Section, Project File No. 604687
Massachusetts Avenue in East Arlington*

Dear Mr. Broderick:

My name is Douglass Taft Davidoff. This letter is my expression of full support for the Town of Arlington's plan to rehabilitate and improve Massachusetts Avenue in the East Arlington neighborhood from Pond Street to the town line at Alewife Brook. I am an Arlington resident, though you might note that I receive my mail at a post office box in Cambridge. I live (and vote) in Arlington at 45 Fairmont Street, #2.

I write because an out-of-state job assignment may prevent me from attending the February 26th hearing.

I am disappointed with the dynamics of the public participation process that resulted in establishment of the February 26th hearing. I believe the February 26th hearing represents acquiescence by public servants to bludgeoning from opponents of the project, chiefly the Concerned Citizens Committee. The group contends it has been shut out of the process and has not had an opportunity to be heard. My experience after living in Arlington for four years is that the leaders of the CCC are visible and heard at every public meeting I have attended. These leaders seem to have access to all the materials to which I as another citizen have access. Far from being victims of efforts to shut them out, they are in fact now the impelling drivers of the process toward a public hearing and toward an unnecessary town referendum. Their successful technique is repetitive bullying attacks. They deserve not sympathy for being shut out, but scorn for throwing impediments into the process.

"Chutzpah," classically defined, "is the person who murders his or her parents and pleads to the court for mercy on the grounds of being an orphan." To this definition, we in Massachusetts can now add a corollary: "Chutzpah is the act, after thoroughly participating in a process and losing at critical steps, of pleading that the process should be continued because there were not enough opportunities to win." Those people who have hewn to the governance and planning process in Arlington are the victims, not the compatriots of the CCC. We are the victims of people with an abundance of chutzpah, an abundance of money -- and a losing hand of arguments.

I support the plans by the Town of Arlington to rehabilitate and improve Massachusetts Avenue in East Arlington between Pond Street and Alewife Brook for these reasons:

- 1. Pedestrian Safety While Crossing the Street.** I wish I could be a bicyclist. But of late, I cannot. I have been hobbled by many injuries to my feet, many surgeries followed by long periods of recuperation, and a requirement to use all sorts of medical equipment: surgical shoes, canes, crutches, braces, etc. I do not cross Massachusetts Avenue easily in its current configuration. I desire the pedestrian crossing improvements set forth in the Town's plan. I wish to cross without risk of physical harm.
- 2. Pedestrian Safety, on the Sidewalk.** I support reconfiguration of sidewalks to make pedestrian safety and ease of travel through the corridor a priority.

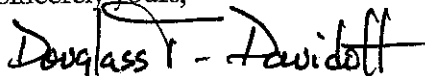
MAR 05 2013
MassDOT
PROJECT MANAGEMENT

3. **Vehicular Safety.** I believe the Town's plan to allocate lanes to eastbound and westbound traffic is creative, thoughtful, and useful. I realize it may entail occasional loss of service. I also believe it will encourage better and safer motoring experiences.
4. **Bicycle Safety.** It is a fact of life that bicycles will use Massachusetts Avenue -- the "Main Street" or "High Street" of Arlington -- in large measure for the same reason that motorists do. It is the central thoroughfare of our town. I do not like driving in shared lanes with a high quantity of bicyclists. It scares me. The margin for error is small. In every way, bicyclists lose when using shared lanes. I welcome dedicated bicycle lanes.
5. **Sharing the Road Wisely.** The suggestion by opponents of the Town's plan that bicyclists should be shunted to the Minuteman Trail because it is designed for bicyclists (though shared with pedestrians) is as valid as my suggestion, made in jest to the Board of Selectmen two months ago, that motorists should be shunted to Route 2 (Concord Turnpike) because it is designed for motor vehicles. The fact is that Mass Ave's alignment is desirable to all modes of travelers. It runs through the center of town. Each mode of travel needs to be accommodated well and safely. Shared bicycle and motoring lanes simply put bicyclists at greater risk than motorists, and build resentment among motorists for the supposed imposition of bicyclists. If the bicyclists had a safe and separate travel lane, there would be no fear among motorists and a lot less resentment, too.

I am sure that flaws in the Town's plan can be found. We are all flawed, and no one and no document is free from error. I hope that in the main, the Commonwealth of Massachusetts and the United States Transportation Department will see fit to endorse the Town's plans and allow it to move forward. Errors should be corrected, not used to discard years of work and compromise.

The Town's process has been open and thorough, despite the bludgeoning attacks of opponents. The Town's plan is reasonable and thorough. The plan improves transportation for all and encourages more activity in a neighborhood ready to burst forth with economic vibrancy. I hope this hearing will be followed by an expression of support for the Town from the state and federal highway authorities, along with permission to proceed.

Sincerely yours,



Douglass T. Davidoff

P.S. Please don't give into the argument that a referendum is coming up. This is just more chutzpah. Manipulating public opinion to create a referendum and then pleading for restraint based on the sudden presence of the referendum is perilously close to that classic definition of chutzpah I related above. The time to proceed is here.

cc:

Pamela Stevenson, Administrator, Federal Highway Administration
Tomasz Janikula, Project Manager, Federal Highway Administration
Linda Weiner, Town of Arlington
Philip Goff and Chad Gibson, East Arlington Livable Streets Coalition
Members of the Arlington Board of Selectmen

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

February 25, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116

Attention: Project Management Section, Project File No. 604687.

Dear Mr. Broderick,

I would like to submit the following comments and letter of support for the February 26, 2013 Mass Ave. Corridor Improvement Project Public Hearing:

Anyone who lives in East Arlington knows how dangerous the current layout of Mass Ave is right now for patrons of the businesses, pedestrians, drivers, cyclists and persons with disabilities. People should be able to travel to and through this part of town in a relatively safe and orderly manner. When I look at the MassAve corridor plans and all the options that have been presented, I think to myself, do I want a transportation system that is integrated into the town – or a highway blowing through town from point a to point b? To my wife and I, the answer is easy: structured lanes to accommodate the high volumes of traffic during the relatively brief peak hours, dedicated turning lanes, parking, accommodations for buses, cars and bikes, safe crossings, wider sidewalks, and more pedestrian and ADA amenities. The most current plan is a compromise that addresses all stakeholders issues.

There have been some concerns raised regarding the current plan and the traffic studies that suggest four lanes may be more appropriate at some point in the future. Traffic studies do not measure quality of life – the human element is almost completely lost. We are not in the 50's anymore designing communities solely for cars. As a result, context sensitive design standards have been integrated into local, state and federal highway design requirements. This project, as proposed, does exactly that – accommodates and considers all modes of transportation, while respecting the community that this project passes through.

Four lane roads are difficult to cross and would continue to prolong the disconnection in this part of Arlington. The three-lane plan is the only way to provide some of the critical pedestrian safety improvements at the non-signalized crosswalks – improving pedestrian safety and connecting businesses and community amenities on both sides of Mass. Ave. The three-lane plan also encourages more orderly traffic patterns and creates needed space for parking and cyclists.

Lets not lose focus on the bigger picture for these improvements – a safe and walkable, bikable, drivable, transit accessible community that benefits businesses and residents and recognizes the fact that there is more to this design than just getting from point a to point b, it's about recognizing and respecting what's in between these points: we are what is between these points. It's a public safety and quality of life issue for all Arlington visitors, businesses and residents.

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

The current plan has already proven its consistency with local and state transportation and town planning objectives. It is also worth noting that the proposed plan is also fully consistent with all of the following US DOT FHA objectives:

- Promote safety,
- Improve air quality,
- Respect the natural environment through Context Sensitive Solutions,
- Improve social equity by improving access to jobs, health care and other community services,
- Create additional opportunities for the positive effects of walking, biking, public transportation, and ride- and vehicle-sharing,
- Conduct research on transportation's role in improving quality of life.

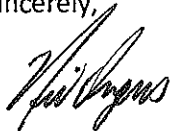
Source: FHA Website: http://www.fhwa.dot.gov/planning/health_in_transportation/

This project would actually make a great case study for the FHA since the project, as proposed, is really all about improving the quality of life for everyone.

Redistributing and reorganizing the current width of Mass Ave will result in a more efficient and effective flow of traffic and improve the quality of life for drivers, pedestrians, cyclists, the physically disabled, business owners and everyone who come to or passes through East Arlington. Let's make this portion of East Arlington more healthy and vibrant - don't super-size it to four lanes!

Thank you for the opportunity to comment and I look forward to seeing this project move forward for the betterment of all residents, businesses, commuters and visitors to and through East Arlington.

Sincerely,



Neil Angus
5 Melrose Street
Arlington, MA 02474
617.620.6095



Melonie Marple
5 Melrose Street
Arlington, MA 02474

cc: Laura Wiener, Senior Planner, Town of Arlington
Carol Kowalski, Director of Planning, Town of Arlington

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT



Verizon Message Center

Wednesday, Feb 27 at 3:18 PM

RECEIVED

From: bobrj45@verizon.net
 To: dot.feedback.highway@state.ma.us
 Subject: Project No. 604687 - Reconstruction of Mass. Ave. Arlington

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

Thank you and your team for your time, patience, and willingness to hear both sides of the issues concerning this project at the February 26th Design Public Hearing. Your professional demeanor was appreciated.

I like the idea of what this project will do for the area, mainly in terms of pedestrian safety. However, I am very troubled by the decision to leave the bus stop in its present location in front of Cornella's restaurant. Leaving the bus stop at this location does not address pedestrian or bicyclist safety issues and may bring about more confusion at that corner by having bicyclist, right turn lane vehicles and buses all competing for the same corner at the same time. Buses often pull into the stop with the rear left side projecting out in to the travel lane because they do not have adequate approach distance especially when two buses approach at the same time. Right-turning traffic behind a bus will miss the light cycle and drivers may be tempted to pull out into the bike and straight-ahead lanes to go around the bus. This bus stop should be located on the east side of Lake St.

I was told the reason for not locating the bus stop on the east side of Lake St. was "the businesses east of Lake St., particularly Christo's Market, objected". I suspect their objection is based on not wanting to lose the parking space on the street where their truck is allowed to park for most of the day. This seems to be an exception where the tail is being allowed to wag the dog. I urge you to take another look into this and consider a redesign of this intersection. Many of the small shops along Mass. Ave. have become rooted in the community and I fear for their existence in terms of enduring the major disruption that will go on for eighteen or more months.

The following are comments about issues outside and not included in the scope of your project but will be the subject of criticisms of the result of your project when completed:

- Overhead wiring and utility poles are not shown on any of the landscape renderings but will remain and upon completion of the project many will be disappointed in seeing this unsightly distraction and Massdot will be criticized for not factoring this into the design.
- Despite the studies that claim there will be no increase in traffic diverting to the side streets and speeding on these streets is not a problem the residents on these streets, especially those with small children, would disagree and are concerned about how much worse it will be like for them upon completion of the project. Speed humps (3'H x 20'-30' L) on streets such as Bates Rd., Cleveland St., Lake St., Marathon St. and Winter St. would go a long way in slowing down the race to Mass. Ave. and Broadway. Massdot will be criticized for not factoring this into the design.

I suggest you issue a PR statement clearly identifying things that are not included in the project and pass it on to the town for consideration so that you are not held accountable for perceived expectations. My experience has been that it is as important to state in a proposal what is not included as to what is to eliminate any perceived expectations.

I will send you photos of street scenes that may help you to understand my comments.

Sincerely,

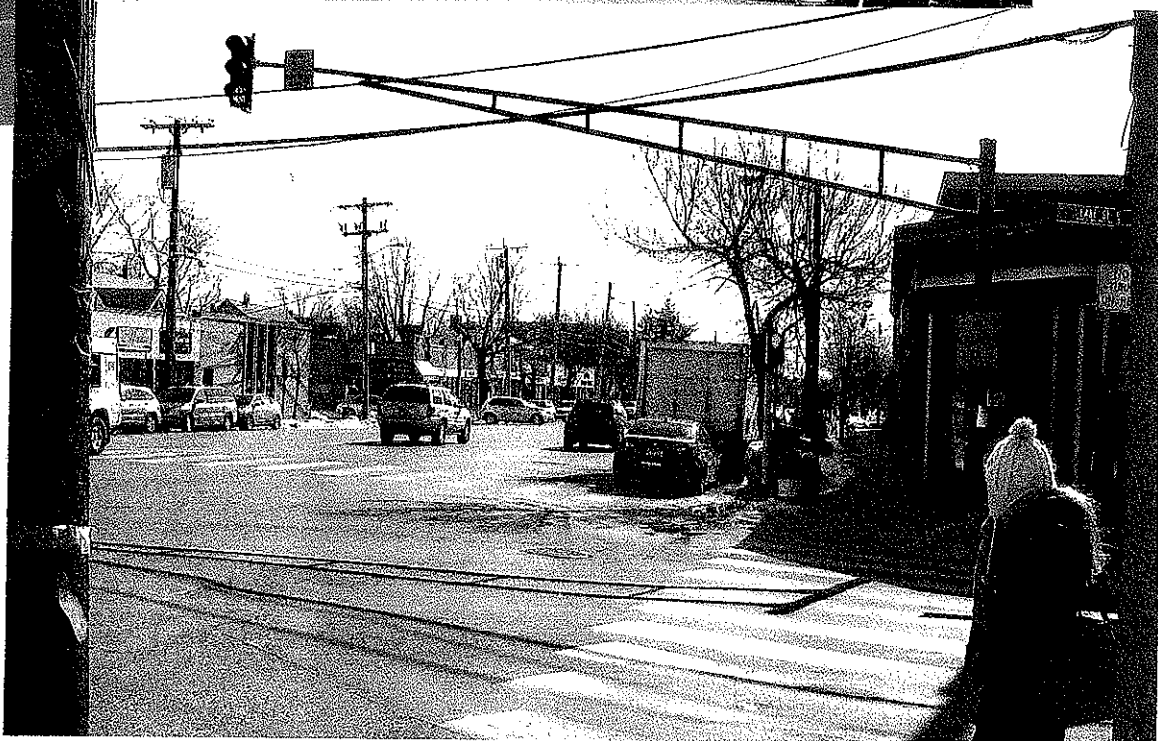
Bob Radochia
 45 Columbia Rd
 Arlington, MA 02474

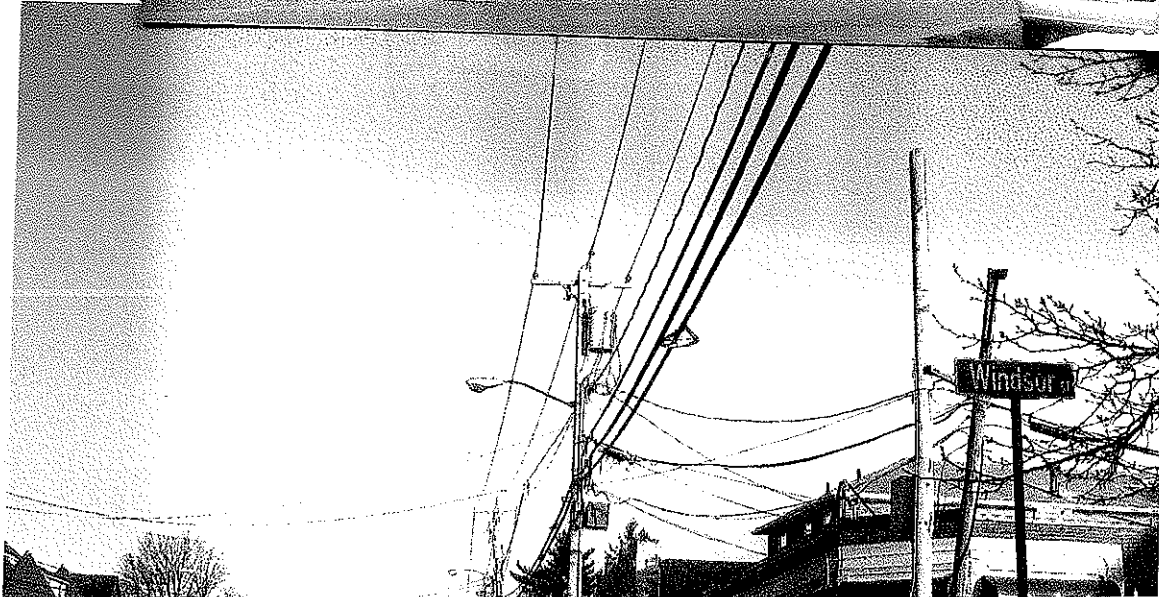


Bus stop - Lomello's Restaurant



Truck @ Christie's





Overhead wires

RECEIVED

24 Coolidge Road
Arlington, MA 02476

MAR 05 2013

26 February 2013

MassDOT
PROJECT MANAGEMENT

Mr. T.F Broderick
Chief Engineer
Mass. Dept. of Transportation
10 Park Plaza
Boston, MA 02476

Dear Sir:

Re: Reconstruction of Massachusetts Avenue from Pond Lane to the Cambridge City Line

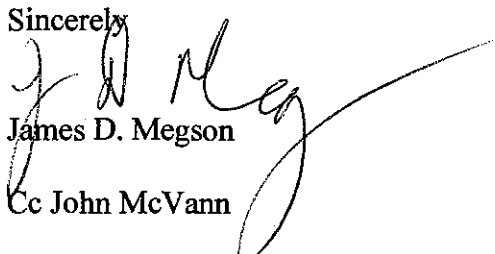
I am writing to strongly support this project and urge that you start it as soon as possible. Over many years I have followed through the media the seemingly never ending presentations, public meetings, discussions and debates on the project.

In 2012 a small group of local residents brought a warrant article to Town Meeting aimed at (as I understand it) delaying the project by rescinding the eminent domain authority for the easements. This warrant was defeated by a 3 to 1 margin.

The project has been aired before the public for many years and in the town's democratic forum the decision was made to NOT delay the project. Clearly town members have been well informed about the project and it has been voted on favorable by our elected representatives.

The time has come to move forward.

Sincerely


James D. Megson

Cc John McVann

607-1-1 E 13 05

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT
THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer

MassDOT - Highway Division

10 Park Plaza, Boston, MA 02116-3973

Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am a resident of Arlington, and use Mass Ave as a motorist, cyclist, bus (transit) user & pedestrian.

I ^{strongly} support the plan in the current form, as presented in the public forum tonight.

I believe it will increase safety for all users. It will also positively affect economic health in the area.

Thank you.

Name

Amy Jurdawski

Title

Organization

Address

26 Bailey Rd

Arlington, MA 02476

February 26, 2013

I am writing in support of the Mass Ave Corridor Project. I am co-founder of the Little Fox Shop that supports the Fox Library. I am also mother to two daughters who cross Mass Ave 5 days a week during the school year to go to the Hardy School.

I would like to see the bike lanes, turning lanes, and pedestrian refuges that have been designed for Mass Ave implemented. I would like to see slower speeds in this stretch of roadway. I would like to support the local businesses with wider sidewalks.

Thank you,

Amy Weitzman
20 Trowbridge St #2
Arlington, MA 02474



RECEIVED

MAD 05 2013

MassDOT
PROJECT MANAGEMENT

END HIL-7 15 05

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

February 26, 2013

Thomas F. Broderick, P.E. Chief Engineer,
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick:

I am writing in support of the current design for the Massachusetts Avenue Redesign Project in East Arlington. There are any number of reasons why the current plan is advantageous for our town and the surrounding area. These reasons include aesthetics and safety but I believe that the most important consideration is the mitigation of anthropogenic warming of the atmosphere.

Global warming is possibly the most threatening problem facing humanity. In order to mitigate this problem we must decrease the amount of greenhouse gas we are putting into the atmosphere. One of the major sources of these gasses is automobile exhaust.

Years of bicycle advocacy have taught me that people will not use bicycles instead of getting into their cars, even for short trips, unless they feel safe doing so. If we provide the bicycle lanes, more people will use bicycles for their every day transportation. Failing to improve the safety of pedestrians and bicyclists at this time would constitute a serious lack of leadership on behalf of the Town of Arlington and the Commonwealth of Massachusetts resulting in an uncertain future for us all.

Yours Sincerely,



Stephan Miller Ph.D
6 Woodside Lane
Arlington, MA 02474

RECEIVED

MAR 05 2013

East Arlington MA
2013 February 27

Thomas F. Broderick
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116

MassDOT
PROJECT MANAGEMENT

In re: Project File No.604687
Arlington, Mass.Ave. Corridor

Dear Mr. Broderick:

As a long term Arlington resident, who has driven, ridden, and walked our streets for over 25 years, I am urging you to approve the current design of the Massachusetts Avenue Corridor project, so that it may move to final design, bidding, and construction without further delay.

As last night's public meeting once again showed, this project has been held hostage far too long by angry old men, waving lists of names, who can no longer see past the windshields of their automobiles.

This project was initiated over 10 years ago by the deaths of two pedestrians, and the so-called alternative plan of the EACCC will do nothing significant to calm the drag strip from the Alewife Parkway starting line to Arlington Center. As a pedestrian, I am tired of risking my life, begging to use the crosswalks. The proposed lane channelization, similar to what has worked well on MassAve near MIT, is long overdue.

The phony arguments about massive traffic delays resulting from an incremental transit delay in one westbound travel lane are just not supported by the engineering, or by on-the-sidewalk observation. The chokepoints for MassAve travel are the traffic lights at either end of the corridor, not the wild-west travel lanes.

Please resist any further CO2 emissions from selfish motorists and their oil industry lobbyists and move this project along.

Thank You for attention,


Frank Cunningham, 56 Margaret Street, Arlington MA 02474

cc: P.Stevens(FHA); T.Janikula (FHA)

ecc: LWiener@town.arlington.ma.us and ealscoalition@gmail.com

RECEIVED

February 27, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

MAR 05 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am writing in support of the current design of the Mass Ave. Corridor project in East Arlington. As a 12-year resident of East Arlington, I welcome this project and strongly support the design in its current configuration, i.e., a three-lane design with a central turning lane, bump-out of sidewalks, and bike lanes in both directions. Any alternative formed around retention of the current four lanes in this neighborhood would simply not address the serious challenges posed to the public safety of pedestrians (especially the elderly, disabled, and those with small children) and bike riders along this vital roadway, nor would such a design be consistent with best practices and basic common sense. In my view, any alternative formed around retention of 4 driving lanes would continue to elevate the rights of motorists above the needs of others. In what should fundamentally be a walkable neighborhood, the current design of Mass Ave. thwarts any

Again, let me reiterate my full and unqualified support for the Mass Ave. Corridor project as it is currently envisioned by FHWA, MassDOT, and the Town of Arlington. I also urge no further delay in the inception of the project after this round of public review. I appreciate the effort and care which has gone into soliciting an appropriate level of input from the public on this project, and I look forward to a enjoying a safer and even more inviting and vibrant neighborhood in the future.

Yours sincerely,



Michelle Manion

50 Hilton St.

Arlington MA 02474

Mr. Thomas F. Broderick, P.E. Chief Engineer
MassDOT Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 05 2013
MassDOT
PROJECT MANAGEMENT

Re: Reconstruction of Massachusetts Avenue from Pond Lane to
Cambridge city line
Project File No. 604687

Dear Mr. Broderick,

I am writing to express my opposition to the proposed reconstruction of Mass Ave. in Arlington under the above project file number.

After attending the public meeting on February 26th, it is obvious that this plan is being promoted by a vocal minority with an agenda: to discourage and hopefully eliminate vehicular traffic along Arlington's main thoroughfare.

I find the proposed plan lacking in its accommodation of vehicle as well as pedestrian modes of travel. The plan to include exclusive bicycle travel lanes in both east and westbound directions, while eliminating a westbound vehicle travel lane favors a minority of users over the majority, and also places more pedestrians at risk by encouraging bicycle travel among and near vehicle travel lanes.

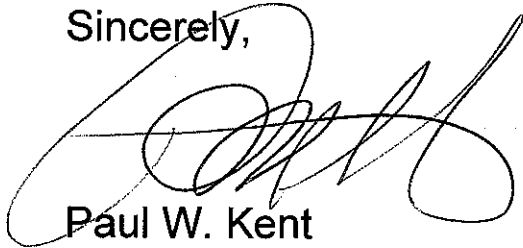
In 1992-1993 The Town of Arlington constructed the Minuteman Bikeway throughout the town as a means to accommodate and encourage bicycle and pedestrian travel safely away from

vehicular roadways. Despite the construction and ongoing maintenance of this path (including snowplowing in winter!), bicyclists demand additional accommodation.

The opponents of this plan are mostly residents who reside on side streets along the proposed area of reconstruction. Their concerns are real- prior efforts in Arlington to constrict traffic flow on major arterial roadways (Pleasant St., Park Avenue Extension, and Lake St.) have resulted in increased traffic flow on residential streets, and subsequent requests to change traffic patterns to one-way or to eliminate turns at high-traffic hours.

As a compromise, I urge you to consider restoring *4 lanes of vehicle traffic* on Mass. Ave. with *shared bicycle lanes* to avoid these problems.

Sincerely,

A handwritten signature in black ink, appearing to be 'Paul W. Kent', written over a horizontal line.

Paul W. Kent

64 Hillside Ave.

Arlington, MA 02476

Current Member Transportation Advisory Committee

MAILED 11-1-81

NOV 1 1981

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Wednesday, February 20, 2013

Dear Mr. Broderick:

Massachusetts Avenue in Arlington needs a traffic engineering 'fix' which will improve the function of that road for all modes of travel, pedestrians and bicycles included.

As an Arlington resident, I lived on Amsden Street and as well off Lake Street. My first-hand experience is that automobile traffic from Rte 2 via Rte 16 and Lake Street travels too fast and also that the mind-set of the drivers has not been tempered or adjusted from highway speeds and an all-automobile mentality such that they give due respect to "Main Street".

Such does not occur with as much fervor further outbound in Arlington, off Park Street/Extension, where drivers accessing or heading to Rte 2 have several stoplights in which to slow the heck down and normalize their civility behind the wheel. As well, such does not occur further inbound in Cambridge, off the turnpike in Central Square. Busy, yes. Crazy, no.

I write as one who lived in the neighborhood north and west of the Mobil Station at Rte 16. I speak with direct experience.

Note that the physical elbowroom on MA Ave contributes to the multi-modal challenge, for MA Ave goes from 2 lanes to 3 and back, to and from uncertain widths or narrows. This continues as one travels towards Arlington Center, and happens again as one proceed past the high school, through Arlington Heights, and into Lexington. Along with a driver's conscious choices, the aforementioned factors of speed and attitude, these width changes create a no-man's land for both motor vehicles, bicycles, and foot traffic.

Most poignant, I was crossing MA Ave, east to west on foot. One car going outbound and one going inbound stopped at a crosswalk for me. Another, having just turned right from Lake Street, headed inbound towards Boston, was driven inboard of that stopped car. That offending SUV then squeezed inside by straddling the empty parking spaces and did not park in by the curb but rather, accelerated.

Wearing leather-soled shoes, I slipped on the painted stripes of the crossing and was not able to stop. I wrenched my knees left and pulled them up to avoid the wheel-wells and tires as I crunched my abdomen in and pushed off the SUV with both hands. I was face-to-face with the driver, whose car I, as a pedestrian, "hit". Still talking on her cell phone, she drove away. I was on my way to my doc's office and seemed fine, but two days later had severe whiplash through my entire mid-section. The spasms made me almost unable to breathe. This cost me two days of work, four trips to a chiropractor, and due to their modicum of intelligent caution, a second opinion by a regular western-trained medical doctor. Fortunately within ten days I was fine. But I am also fit and able to seek the right help. On their way to their physician's office, and in their shoes not mine,

MAR 05 2013
RECEIVED
MassDOT
PROJECT MANAGEMENT

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

February 27, 2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

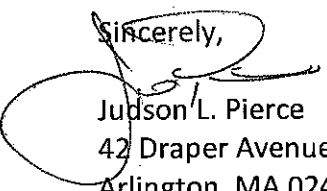
I wanted to write to you and express my support for the current 3 lane plan.

I was pleased that there was a positive evening at Arlington Town Hall yesterday and project supporters showed up in overwhelming numbers. State Senator Donnelly gave an impassioned speech and there were many more supportive comments than critique.

As a parent of two young school children livable and walkable and safe streets are a priority of mine and my family. As an elected official that sits on the Town's School Committee, I am invested in making sure all of our children have a safe walk to school. The 3 lane plan helps to accomplish this and makes this section of town more beautiful in the process.

Thank you for your work and support. Should you have any questions please do not hesitate to contact me.

Sincerely,


Judson L. Pierce
42 Draper Avenue
Arlington, MA 02474
781-643-7017
jpierce@ppnlaw.com

RECEIVED

MAD 05 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

DEAR THOMAS BRODERICK,

I HAVE BEEN AN ARLINGTON RESIDENT SINCE 1997. I LIVED IN EAST ARLINGTON FOR THE FIRST TWELVE YEARS AND HAVE LIVED HERE IN THE JASON HEIGHTS AREA FOR PAST FOUR YEARS.

I FULLY SUPPORT THE MASS AVE RECONSTRUCTION PROJECT. AS A DRIVER, PEDESTRIAN AND BICYCLIST IN EAST ARLINGTON, I HAVE EXPERIENCED THE POOR CONDITIONS AND DANGERS OF THE CURRENT FOUR LANE SETUP.

I FIRMLY BELIEVE THAT THE LATEST PLAN, REVISED MULTIPLE TIMES TO INCORPORATE EVERYONE'S INPUT (OPPONENTS AND PROPONENTS) IS A WONDERFUL, BALANCED, SAFE AND ACCOMMODATING COMPROMISE. PEAK TRAFFIC TIMES IN THE EASTBOUND DIRECTION MAY INCREASE BY 26 SECONDS, BUT THE BENEFITS TO BUSINESSES AND RESIDENTS ARE PRICELESS!

PLEASE APPROVE THE CURRENT PLAN AND DO EVERYTHING IN YOUR POWER TO MOVE IT FORWARD WITHOUT DELAY.

Name MARK HALLIDAY Title -
Organization -
Address 54 BRANTWOOD RD
ARLINGTON MA 02476

Nora J. Mann
45 Wollaston Avenue
Arlington, MA 02476

MAR 05 2013
MassDOT
PROJECT MANAGEMENT

February 28, 2013

Thomas F. Broderick, P.E.,
Chief Engineer, MassDOT
10 Park Plaza, Boston, MA 02116

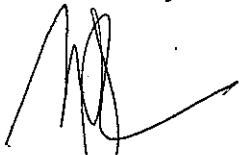
Attention: Project Management Section, Project File No. 604687.

I want to express my support for the proposed project and my gratitude to those whose hard work and dedication to the process has brought this project to - almost - fruition. I know that there has been a great deal of comment and, at times, controversy. I believe, without qualification, that Arlington must embark on this project, it is a continuation of the fine and forward thinking work that we have done in our community to support the business districts, to create vibrant shopping and walking communities, and to continue to recognize realities of commuting in to Boston.

I have attended several of the hearings. I missed the most recent one, but wanted to be sure to share my thoughts.

Thank you.

Sincerely,



Nora Mann
Wollaston Avenue

2013 MAR - 11 15:01

RECEIVED

MAAD 05 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

Tues. Feb 26, 2013

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am in favor of the general concept of the Mass Ave./Arlington reconstruction project as it currently stands. I live in East Arlington within a block of Mass Ave corridor. I am very concerned about the safety of pedestrians crossing Mass. Ave. The Reconstruction Project has numerous features that address this concern - though there should be more. The current configuration of Mass. Ave with four lanes of traffic with no lane markers is chaotic & unsafe for cars, pedestrians & bicycles.

Name

Organization

Address

Laurie August

Title

36 Henderson Street

Arlington, MA 02474

2/27/2013

MAR 05 2013

MassDOT
PROJECT MANAGEMENTTHE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return After attending Tuesday nite's hearing I have the following comments.

First and foremost, I find it particularly offensive that all the elected officials, DOT, and Arlington Selectman had the floor for as long as they cared to speak, but the residents, (who are affected the most by this proposed plan) only had three minutes. Since all of the elected officials, the Selectman and DOT are in favor of this plan, the opposition was clearly not heard in its entirety. Mr. Berger, in particular, who had many issues with the way the town and DOT has handled this entire project, could not be heard through the jeering coming from the bikers and the calls for him to end. Clearly DOT has to rethink your hearing process.

Next and most important, the Arlington Selectman have belittled and pushed this plan on the residents, have lied and held secret meetings in the past and completely ignored the residents of East Arlington who clearly do not want to have the fourth lane taken away. As a 42 year resident I know what a disaster the traffic is now on Lake Street, (and by the way the explanation of A,B,C traffic patterns was a joke). Anyone who lives here knows that the impending plan will be a nightmare, clearly a safety hazard with bikers abreast and smaller lanes to travel. How can DOT justify and claim that less space is going to be safer and driving will not be backed up????

We would like to see DOT come up with a plan that will keep the four lanes and still go forth with the rest of the plan but with smaller bike lanes. (We have a bike path in Arlington) If you need to do surveys, come out to Lake Street between 4 and 7 PM and 6 to 9 AM in the morning, and drive down Mass Avenue with a biker on your right weaving in and out. That is the way to judge what's going on.

Name ANN CELLA Title _____
Organization _____
Address 99 SPY POND PKWY
ARLINGTON, MA 02474

RECEIVED

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

Elisabeth Carr-Jones
1 Lehigh Street
Arlington, MA 02476

RE: Massachusetts Avenue Corridor Project (Arlington, MA)
Date: 28 February 2013

Dear Mr. Broderick,

I spoke at Tuesday night's hearing, but wanted to submit some subsequent thoughts. I am a member of Arlington's Transportation Advisory Committee and Walking In Arlington (our local pedestrian advocacy group), and a Safe Routes to Schools liaison. My participation in the Mass Ave Corridor project dates back to the initial public meetings held in 2002 in collaboration with the East Arlington Good Neighbor Committee (the only organized East Arlington resident group at the time).

I stressed in my statement last night that pedestrian safety was the primary catalyst for this project. In the 2002 Town-wide (Arlington Vision 2020) survey focused on transportation priorities, pedestrian safety ranked number 1. This survey is the most recent available, with nearly 1,600 responses.

The Mass Ave Corridor project, as developed, will increase pedestrian safety by reducing traffic speed (especially at non-peak times), limiting the number of traffic lanes to cross (reducing multiple threat crashes) and providing other elements (such as bump outs and refuge islands) to increase pedestrian visibility and reduce crosswalk length.

There's been complete agreement among all the traffic professionals on 1 thing: 4 traffic lanes are unnecessary in this portion of Mass Ave. Including an unnecessary 4th lane for vehicles, as the project opponents propose, would clearly be at the expense of both pedestrians and cyclists. This would compromise the balance of priorities for Arlington's "main street" not the least of which are safety and mobility for all modes of transportation.

Tuesday night's public meeting is concrete evidence of the fact that the opposition to this project has been reduced to a lonely few. The reason: sound decisions have been made as a result of considerable public participation. I urge you to stand by the project and to reject any attempt to backtrack and consider other options. Please, let's build this!

Sincerely,



Elisabeth Carr-Jones

Water Power LLC

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza Boston, MA
02116
Attention: Project Management Section, Project File No. 604687

RECEIVED
MAR 05 2013
MassDOT
PROJECT MANAGEMENT

Re: Massachusetts Avenue Corridor Project

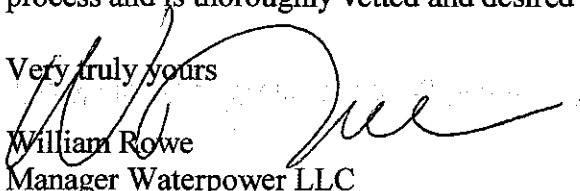
Dear Mr. Broderick

I am writing as a business owner in Arlington in strong support of the design of the Mass Ave Corridor Project.

The reasoning for the design is clear and correct and will result in improvements in both safety and quality for the town and its businesses.

As an architect and engineer I favor the project as a dual licensed professional, resident for over 40 years and urge the full approval of this project which has undergone an extensive review process and is thoroughly vetted and desired by the community.

Very truly yours


William Rowe
Manager Waterpower LLC
Registered Architect
Licensed Professional Engineer

T:\5 Water Street\Tenant Parking\MassAve022813doc.doc

Marsha M. Pelletier
51 Decatur St.
Arlington, MA 02474
RECEIVED

Thomas Broderick, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attn: Project Management Section, file # 604687

MAR 05 2013

MassDOT
PROJECT MANAGEMENT

Mr. Broderick:

I attended the February 26th public hearing on the Mass. Ave. Project, but also want to ensure that I am able to submit my comments, as I did not have the opportunity to voice my comments at the hearing.

Once again, I would like to show my full support of the project, and specifically the three-lane plan. It would best serve all users of the area, not just drivers. As a driver, cyclist, runner, and pedestrian living in East Arlington, I use the area in all of these ways. Safety and multi-use should be our top priority.

I strongly object to the efforts that are currently underway that are undermining and stalling this community-supported project as well as wasting valuable time and money.

Thank you,



Marsha M. Pelletier

RECEIVED

MAD 05 2013


MassDOT
PROJECT MANAGEMENT

**Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687**

On Tuesday, February 26th I attended the public hearing to review current plans and solicit input on the Massachusetts Avenue Corridor Project. I was impressed with the information presented and the time allotted to hear input from elected officials and the general public.

I am writing to voice my strong support for the project. It is my sincere wish that the project be started as soon as possible. It will do much to enhance public safety and beautify East Arlington.

Sincerely,



**June Elizabeth Rowe
1 Kensington Road
Arlington, MA 02476**

2013 MAR -05 15:02

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Thursday, March 07, 2013 10:27 AM
To: Sloan, Kimberley (DOT)
Subject: FW: Project File No. 604687

From: Barbara Shepard [mailto:barbara.i.shepard@gmail.com]
Sent: Monday, March 04, 2013 11:03 PM
To: DOT Feedback Highway
Subject: Project File No. 604687

Dear Mr. Deapaola and Mr. Broderick,

Thank you for allowing for the second public hearing in Arlington, MA concerning the reconstruction of Massachusetts Avenue.

As a resident of East Arlington, I support the current project as it is proposed. Although I would have preferred the original project of one lane in each direction, I understand that compromise is necessary. I would be sorely disappointed if a 4 lane road was seriously considered.

I have 4 points that I would appreciate being considered in the current project.

- 1) I think the eastbound 77 (79, and 350) bus stop in front of the Capital Theater should be moved to the other side (east side) of Lake Street. It doesn't make sense to take up space in the right turn lane leading to route 2 and creating a more perilous situation for cyclists, motorists, and bus passengers. I understand this would probably mean removing 2 parking spots, but I think it would make the intersection a much safer place to navigate.
- 2) I know there is concern about the traffic light at Bates Street, but I believe a traffic light is needed at that intersection. However, I do think other traffic calming measures need to be put in place on Bates Street to prevent it from becoming a speed zone. My suggestion would be to add a 4 way stop at Bates and Raleigh (which is currently a 2 way stop) and create a raised intersection to discourage speeding.
- 3) Please create an after project fund. There will be errors that need to be fixed with the project. There always are. It would be great for Arlington to have a fund to draw from for a decade for any unexpected maintenance or changes that need to be done on the roadway.
- 4) I'm not sure if this is planned for the project, but please consider carefully where to place raised sidewalks. Somerville learned to great expense that having four raised sidewalks and not having a drain in the middle created minilakes on Somerville Ave. when it rained. They had to remove many of the raised crosswalks they had worked so hard to build. Raised sidewalks are a great traffic calming measure, as long as it doesn't make the road more hazardous to drive on during the rain.

Thank you for reading my statement and I look forward to seeing the project start soon.

Sincerely,
Barbara Shepard

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Thursday, March 07, 2013 10:38 AM
To: Sloan, Kimberley (DOT)
Subject: FW: Mass Ave Corridor plan for East Arlington

FYI

>-----Original Message-----

>From: Gail McCormick [mailto:gaildtm@gmail.com]
>Sent: Tuesday, March 05, 2013 9:52 AM
>To: DOT Feedback Highway
>Subject: Mass Ave Corridor plan for East Arlington
>

>March 4, 2013
>Thomas F. Broderick, P.E.
>Chief Engineer, MassDOT
>10 Park Plaza
>Boston, MA 02116
>Attention: Project Management Section, Project File No. 604687
>

>We the undersigned support the current 3-lane Mass Ave Corridor plan
>for East Arlington and want to see it move to 100%.
>We are very concerned about a letter sent to you from Gregory Cohen of
>the American Highway Users Alliance on September 12, 2012. It was
>based solely on information from opponents to the plan. The
>information was at best distorted, at worst simply incorrect.
>It is unacceptable for a DC based lobbying group to attempt to
>influence what we do with a one-mile strip of road in a small
>Massachusetts town. You may not be aware that this group has had a
>consistently anti-environment position. For instance it fought the
>Kyoto Protocol, lobbied against increased vehicle mileage standards
>and fought to kill Congressman Markey's 2009 Climate Bill, the
>American Clean Energy and Security Act which passed the House but died
>in the Senate.
>If we are to deal with climate disruption we need to encourage use of
>mass transit, foster walking and biking, promote shopping local, plant
>more trees and take other actions included in the current plan for
>Arlington which will decrease reliance on cars and ultimately curtail
>polluting automobile traffic while reducing carbon dioxide emissions.
>Massachusetts has an excellent environmental record, frequently
>setting an example for the entire nation. Many of us in Arlington
>would like to enhance that record with our plan for our street.
>We will be sending you hard copies of this statement with our
>signatures but wanted to get our testimony to you ahead of the
>deadline.

>Thank you.

>Gail McCormick
>Co-chair, Sustainable Arlington
>#204

>30 Hamilton Rd
>Arlington, MA 02474
>David Landskov
>32 Teresa Circle
>Arlington, MA 02474

>Scott Samenfeld
>302 Summer Street
>Arlington, MA 02474
>Laura Knotman
>15 Longfellow Rd
>Arlington, MA 02476
>Charlotte Milan
>19 Bellevue Road
>Arlington, MA02476
>DeAnne Dupont
>32 Oldham Rd
>Arlington, MA 02476
>Shelly Dean
>7 Cleveland Street
>Arlington, MA 02474
>Dave Haas
>34 Cleveland Street
>Arlington, MA 02474
>Brucie Moulton
>164 Scituate Street
>Arlington, MA 02474
>Ryan Katofsky
>534 Summer Street
>Arlington, MA 02476

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Thursday, March 07, 2013 1:59 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Support for Arlington Mass Ave Corridor Project

>-----Original Message-----

>From: Andrew Freeman [mailto:freemandrew@gmail.com]
>Sent: Wednesday, March 06, 2013 7:01 PM
>To: DOT Feedback Highway
>Subject: Support for Arlington Mass Ave Corridor Project

>
>Hello,

>
>I am writing as a current Arlington homeowner and resident of many years.

>
>My wife and I would like to express our strongest support for the
>MassDOT plan and desire to have to start as soon as possible. It's a
>balance and safe proposal that will accommodate all modes and would be
>a strong economic benefit to our town.

>
>Thank you,
>Andrew Freeman
>Cathleen Hoelscher

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Thursday, March 07, 2013 2:30 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Arlington Mass. Ave. Corridor Project

>-----Original Message-----

>From: Popkin Louise [mailto:lpopkin@fas.harvard.edu]

>Sent: Thursday, March 07, 2013 7:29 AM

>To: DOT Feedback Highway

>Subject: Arlington Mass. Ave. Corridor Project

>To Whom It May Concern,

>I am writing to express my wholehearted support for the 3-lane plan in East
>Arlington, as an attractive and reasonable result of years of planning and
>consulting both with experts as to the feasibility of the design and with the
>town's residents concerning their wishes and priorities. While I did not feel that
>another hearing on the subject was needed, I did attend on February 26 and
>was impressed both by the skill with which the meeting was conducted and by
>the articulate, thoughtful, well-informed comments I heard from the
>supporters of the plan. Though I would have preferred a two-lane plan at the
>outset, I came away from this hearing more convinced than ever that the
>project design represents a reasonable balance among the needs and priorities
>of the eventual beneficiaries of the project, who will enjoy the safer, more
>attractive business district it will create.

>At the same time, I was not surprised by the rude, entitled behavior of the
>leaders of the opposition to the Corridor Project, who conducted themselves as
>they have throughout the entire process--attempting to mystify with a lot of
>technical language; accusing the opposition of unethical behavior; denigrating
>the opinions of anyone who disagrees with them; and shouting the same half-
>truths and exaggerations over and over (as if truth were a function of volume
>and repetition).

>Based on their comments and the documents they have circulated, it would
>seem that these few individuals are determined to deceive the uninformed as a
>means of gaining what they claim is a sizable following. The biased wording of
>their ballot question is simply the latest of their attempts to derail the Corridor
>Project through manipulation and misrepresentation: they are hoping to stir up
>the voters' anger by suggesting that something is about to be taken from us
>arbitrarily. If the question as formulated were to be accompanied by discussion
>regarding the tradeoffs involved in the lane reduction (improved
>accommodation of pedestrians and bikers, increased safety, federal funding,
>etc.), an uninformed voter might come to understand that no arbitrariness is at
>issue and cast a meaningful vote. However, as there can be no such discussion
>on local ballot questions, no voter who takes this one at face value will be
>voting on what is really at issue.

>I am convinced that the leaders of the East Arlington Concerned Citizens
>Coalition do not speak for the majority of informed Arlingtonians, who (like
>myself) are as anxious to see the project move forward as they are tired of the
>obstructionist behavior of a tiny minority. I therefore urge you to be guided,

>not by a vote that by definition, cannot be an unambiguous expression of the
>wishes of the citizenry but rather, by what you witnessed the other night at the
>hearing.

>

>Yours truly,

>

>Louise B. Popkin

>9 Cliff Street

>Arlington, MA 02476

Sloan, Kimberley (DOT)

From: Lipton, Amitai (DOT)
Sent: Thursday, March 07, 2013 3:10 PM
To: Sloan, Kimberley (DOT)
Subject: 604687 Arlington - Mass Ave
Attachments: 604687 - 75pct review.pdf; 604687 - 75pct review.xls

Hi Kimberley,

I am a resident of Arlington and attending the public hearing last week for the project to reconstruct Mass Ave between the town center and the Cambridge line (file #604687).

I've attached a handful of comments that I'm making as a local resident. I used the department standard forms for clarity, but these are not official MassDOT review comments.

Thanks!

Amitai Lipton
District 6 Traffic Engineering
MassDOT Highway Division
185 Kneeland St
Boston MA 02111
amitai.lipton@state.ma.us
857.368.6313

DESIGN REVIEW COMMENT AND RESOLUTION FORM

PROJECT NO.: 604887

DESCRIPTION: Arlington - Mass Ave (east)

DESIGNER: FST (Traffic)

SUBMITTAL: 75-percent design plans (sheets 1, 57-80, were reviewed)

REVIEW SECTION: N/A (resident)

DATE: March 7, 2013

REVIEWER NAME: AL

NO.	SHEET OR ITEM	COMMENT	INITIAL ACTION	RESPONSE	QC REVIEW INITIAL	FINAL ACTION VERIFIED BY REVIEWER
COMPLETED BY REVIEWER						
	Gen	Recommend utilizing curb extensions for bus stops on Mass Ave eastbound, where two through lanes are provided. This would provide additional sidewalk space for amenities and waiting area, prevent bus from needing to re-enter traffic stream, allow bus driver to easily bring bus doors to curbside; all while still allowing other traffic to pass in the left lane. In practice, when bus stops are located in the parking lane or shoulder, many bus drivers choose to stop the bus in the travel lane or which is unsafe, obstructs traffic unnecessarily, and causes additional delay.		COMPLETED BY DESIGNER		
1		The 2009 MUTCD, with 2012 Mass. Amendments, should be used.				
57		Proposed "DWLL" (2'6") should be renamed "DWLEx". A DWLL is 3'9" and would be inappropriate for these applications (Typ.)				
60		R6-2 L/R should be located on either side of Adams Street: R6-2L on NE corner (as shown), R6-2R moved to NW corner. (Typ., all one-way streets away from Mass Ave.)				
63		The EB bus stop, near-side corner of Lake Street, is retained. However, the curb-side lane is now officially classified as a right-turn only lane. How is a bus driver to pull to the curb, service the stop, and then legally proceed straight through? Additionally, when the bus is at the stop, right turning traffic will either miss the green during that cycle, or more likely, will go around the bus using the through lane, as they do now. Recommend redesign by relocating the bus stop to the west, or to the far side of the intersection.				
68		The W4-2R at Route 16 should be moved to share a post with R7-4 at Sta. 66+80.				
68		Upstream pavement marking lane assignment arrows should be added at all locations. (Typ.)				
COLUMN "NO." PREFIX FOR COMMENT NO'S - PLANS =P, SPEC. PROVS=S, EST.=E, CALC BOOK=C, BRIDGE CALCS=D, OTHER =O						
"ACTION" A=WILL INCORPORATE, B=WILL EVALUATE, C=DELETE COMMENT						

DESIGN REVIEW COMMENT AND RESOLUTION FORM

PROJECT NO.: 604687

DESCRIPTION: Arlington - Mass Ave (east)

DESIGNER: FST (Traffic)

SUBMITTAL: 75-percent design plans (sheets 1, 57-80, were reviewed)

REVIEW SECTION: N/A (resident)

DATE: March 7, 2013

REVIEWER NAME: AL

NO.	SHEET OR ITEM	COMMENT	INITIAL ACTION	RESPONSE	QC REVIEW INITIAL	FINAL ACTION VERIFIED
COMPLETED BY REVIEWER						
68		DWLL or DWLEx should not be used for lane lines when a lane is being reduced; they are only to be used for mandatory turn lanes.		COMPLETED BY DESIGNER		BY REVIEWER
70		To avoid confusion, the exact color (FYG) for W11-2 and plaques should be specified, as these signs can have other colors.				
71		Street name signs (e.g. D3-1) require min. 6" letter height, 12" sign height.				
75		At Bates St signal, SB approach requires min. 2 thru signals, plus 2 left signals. Recommend adding signal head onto P2/P3 post to comply with MUTCD standards.				
75		New construction should not use bimodal signal indications. Recommend using 5-element "doghouse" on mast arms, or 5-element stack on signal posts (as shown in MassDOT Mast Arm standard details).				
75		All signals should have APS pushbuttons and reflective strips on backplates. (Typ.)				
77		Lake St signal details. Minor errors in phase 5: housings A,B should display R,R,R; housings D,E should display GL/R,YL/R,R.				

COLUMN "NO." PREFIX FOR COMMENT NOS - PLANS =P, SPEC. PROVS=S, EST.=E, CALC BOOK=C, BRIDGE CALCS=D, OTHER = O
 "ACTION" A=WILL INCORPORATE, B=WILL EVALUATE, C=DELETE COMMENT

DESIGN REVIEW COMMENT AND RESOLUTION FORM

PROJECT NO.: 604687

DESCRIPTION: Arlington - Mass Ave (east)

DESIGNER: FST (Traffic)

SUBMITTAL: 75-percent design plans (sheets 1, 57-80, were reviewed)

REVIEW SECTION: N/A (resident)

DATE: March 7, 2013

REVIEWER NAME: AL

NO.	SHEET OR ITEM	COMMENT	INITIAL ACTION	RESPONSE	QC REVIEW INITIAL	FINAL ACTION VERIFIED BY REVIEWER
COMPLETED BY REVIEWER						
	Gen	Recommend utilizing curb extensions for bus stops on Mass Ave eastbound, where two through lanes are provided. This would provide additional sidewalk space for amenities and waiting area, prevent bus from needing to re-enter traffic stream, allow bus driver to easily bring bus doors to curbside; all while still allowing other traffic to pass in the left lane. In practice, when bus stops are located in the parking lane or shoulder, many bus drivers choose to stop the bus in the travel lane, which is unsafe, obstructs traffic unnecessarily, and causes additional delay.		COMPLETED BY DESIGNER		
	1	The 2009 MUTCD, with 2012 Mass. Amendments, should be used.				
	57	Proposed "DWLL" (2'6") should be renamed "DWLE". A DWLL is 3'9" and would be inappropriate for these applications (Typ.)				
	60	R6-2 L/R should be located on either side of Adams Street: R6-2L on NE corner (as shown), R6-2R moved to NW corner. (Typ., all one-way streets away from Mass Ave.)				
	63	The EB bus stop, near-side corner of Lake Street, is retained. However, the curb-side lane is now officially classified as a right-turn only lane. How is a bus driver to pull to the curb, service the stop, and then legally proceed straight through? Additionally, when the bus is at the stop, right turning traffic will either miss the green during that cycle, or more likely, will go around the bus using the through lane, as they do now. Recommend redesign by relocating the bus stop to the west, or to the far side of the intersection.				
	68	The W4-2R at Route 16 should be moved to share a post with R7-4 at Sta. 66+80.				
	68	Upstream pavement marking lane assignment arrows should be added at all locations. (Typ.)				

COLUMN "NO." PREFIX FOR COMMENT NOS - PLANS =P, SPEC. PROVS=S, EST.=E, CALC BOOK=C, BRIDGE CALCS=D, OTHER = O
 "ACTION" A=WILL INCORPORATE, B=WILL EVALUATE, C=DELETE COMMENT

DESIGN REVIEW COMMENT AND RESOLUTION FORM

PROJECT NO.: 604687

DESCRIPTION: Arlington - Mass Ave (east)

DESIGNER: FST (Traffic)

SUBMITTAL: 75-percent design plans (sheets 1, 57-80, were reviewed)

REVIEW SECTION: N/A (resident)

DATE: March 7, 2013

REVIEWER NAME: AL

NO.	SHEET OR ITEM	COMMENT	INITIAL ACTION	RESPONSE	QC REVIEW INITIAL	FINAL ACTION VERIFIED
COMPLETED BY REVIEWER						
68		DWLL or DWLEx should not be used for lane lines when a lane is being reduced; they are only to be used for mandatory turn lanes.		COMPLETED BY DESIGNER		BY REVIEWER
70		To avoid confusion, the exact color (FYG) for W11-2 and plaques should be specified, as these signs can have other colors.				
71		Street name signs (e.g. D3-1) require min. 6" letter height, 12" sign height.				
75		At Bates St signal, SB approach requires min. 2 thru signals, plus 2 left signals. Recommend adding signal head onto P2/P3 post to comply with MUTCD standards.				
75		New construction should not use bimodal signal indications. Recommend using 5-element "doghouse" on mast arms, or 5-element stack on signal posts (as shown in MassDOT Mast Arm standard details).				
75		All signals should have APS pushbuttons and reflective strips on backplates. (Typ.)				
77		Lake St signal details. Minor errors in phase 5: housings A,B should display R,R,R; housings D,E should display GL/R,YL/R,R.				

COLUMN "NO." PREFIX FOR COMMENT NO'S - PLANS =P, SPEC. PROVS=S, EST.=E, CALC BOOK=C, BRIDGE CALCS=D, OTHER = O
 "ACTION" A=WILL INCORPORATE, B=WILL EVALUATE, C=DELETE COMMENT

Sloan, Kimberley (DOT)

From: H [Hskii@aol.com]
Sent: Saturday, March 09, 2013 10:08 AM
To: Sloan, Kimberley (DOT)
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear Kimberley:

I am writing in support the 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA. I am an Arlington resident.

Best,

Harry E. Manasewich

Sloan, Kimberley (DOT)

From: Gloria J. Korsman [gkorsman@yahoo.com]
Sent: Sunday, March 10, 2013 2:37 PM
To: Sloan, Kimberley (DOT)
Cc: LWiener@town.arlington.ma.us
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Ms. Kimberly Sloan
MassDOT
10 Park Plaza
Boston, MA 02116
Attention.: Project Management Section, Project File No. 607209

Dear Ms. Sloan,

This written comment is in regard to the plan to reconstruct Massachusetts Avenue in East Arlington. I was unable to attend the second public hearing in Arlington on Tuesday, Feb. 26, at 7 p.m. at the Town Hall Auditorium and regret missing the opportunity to comment in person.

I live in North Cambridge, only a stone's throw from the Arlington line. There are some lovely restaurants, shops, and a movie theater in East Arlington. Although I own an automobile, I prefer to ride a bicycle or walk to neighborhood destinations. Bikes are the perfect alternative to cars for traveling short distances. Bikes are easier to park, better for the environment, reduce road congestion, cheap to buy and maintain, and fun! I like how biking to local destinations effortlessly builds a bit of exercise and fresh air into every day. It feels healthier and less stressful than driving a car.

When I learned about the proposed bike lanes on Massachusetts Avenue, I was thrilled. I am neither a racer nor a thrill-seeker. I am a middle-aged professional simply interested in safe, environmentally sustainable travel from home to local shops, restaurants and movie theaters. It is a shame that riding a bicycle on Massachusetts Avenue in East Arlington requires so much courage! Aggressive and distracted drivers travel at unsafe speeds with little regard for pedestrians and cyclists. A painted bike lane (at least a car door's length from parked cars) is the very least you can do to encourage bicycle travel. If you really want to encourage healthy, active transportation, build a physically separated lane for bicycles - a cycletrack. Compared to a cycletrack (the gold standard), a painted bike lane really isn't much to ask. You certainly have ample space on Massachusetts Avenue.

If I felt safe riding a bike on Massachusetts Avenue in E. Arlington, I would certainly choose Arlington shopping and entertainment destinations more often, instead of almost always spending my cash in more the bike-friendly communities of Cambridge, Somerville and Boston.

A bike lane would invite more commuters to give up cars for short distances and reduce congestion for everyone. The opening of bike paths and protected lanes in Montreal led to an immediate 40% jump in the number of cyclists using those roads. Vancouver's cycletracks prompted a doubling of bike activity. In New York City, weekday bike traffic nearly tripled when the protected bike path was installed around Brooklyn's Prospect Park. And, in each case, the accident rate declined. Why would Massachusetts Avenue in Arlington be different?

Please do not allow a handful of vocal opponents to derail the traffic calming and bicycle lanes for fear of progressive change. Bikes are cheaper to maintain than cars, so I have more money to spend at local shops than drivers of similar means. Business owners and residents should welcome cyclists and the business we bring!

Sincerely,
Gloria J Korsman
91 Montgomery Street #2L

Sloan, Kimberley (DOT)

From: duncan sanders-fleming [fduncansf@yahoo.com]
Sent: Sunday, March 10, 2013 5:43 PM
To: Sloan, Kimberley (DOT)
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Hi, I'm a homeowner at 77 Pemberton St., Cambridge and I strongly support this new design that includes bike lanes on Mass. Ave. I drive up that way a lot and I'm a biker as well and I feel that there is enough room and little-enough car traffic that this design will work well to accommodate both modes of transport.

Thank you,

Duncan Sanders-Fleming

Sloan, Kimberley (DOT)

From: Christopher Mow [c_mow@hotmail.com]
Sent: Monday, March 11, 2013 10:37 AM
To: Sloan, Kimberley (DOT)
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear Ms. Sloan,

As a resident of East Arlington, I am writing to voice my support for the proposed changes to Mass Ave in East Arlington. The pedestrian safety improvements, bike lanes, and three-lane design are much needed improvements to Mass Ave. I am a year-round bicycle commuter who utilizes Mass Ave in that area for part of my commute. The lack of bicycle lanes makes my traversal of Mass Ave difficult and dangerous. I can only imagine the panic and fear that less-experienced cyclists must feel when on Mass Ave in East Arlington. I cross Mass Ave on my return trip in the evenings and have personally seen pedestrians almost hit by cars while crossing *at a crosswalk* because of the ambiguous car lanes and the fact that the crosswalk is so long. Pedestrian islands, wider sidewalks, and formal car lanes would all help to make crossing Mass Ave safer.

Thank you

Christopher Mow
130 North Union St.
Arlington, MA 02474
781-647-5664

Sloan, Kimberley (DOT)

From: Eric Helmuth [eric@erichelmuth.com]
Sent: Saturday, March 09, 2013 12:39 PM
To: Sloan, Kimberley (DOT)
Cc: Laura Wiener
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear Ms. Sloan,

I am writing as an Arlington homeowner and town meeting member. I strongly support the current 75% Design plan for the Mass. Ave corridor in East Arlington.

Although my home is in another part of town, the project is of direct interest to me and my spouse because we often patronize East Arlington businesses, and would do so even more were the proposed improvements in pedestrian safety and walkability implemented as envisioned in the current plan. I have nearly been struck by a car when attempting to legally cross Mass. Ave in this part of town - and I'm an able-bodied adult.

I also strongly support the vision for a mixed-use corridor with bike lanes alongside car lanes. I am satisfied with the extensive traffic studies showing that the 75% plan will not unduly impede traffic flow, and I am more than convinced that the majority of East Arlington residents support this plan.

Thank you,

Eric Helmuth
33 Grandview Rd.
Arlington, MA 02476

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, March 11, 2013 2:57 PM
To: Sloan, Kimberley (DOT)
Subject: FW: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

From: Eric Helmuth [mailto:eric@erichelmuth.com]
Sent: Monday, March 11, 2013 10:04 AM
To: DOT Feedback Highway
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

I am writing as an Arlington homeowner and town meeting member. I strongly support the current 75% Design plan for the Mass. Ave corridor in East Arlington.

Although my home is in another part of town, the project is of direct interest to me and my spouse because we often patronize East Arlington businesses, and would do so even more were the proposed improvements in pedestrian safety and walkability implemented as envisioned in the current plan. I have nearly been struck by a car when attempting to legally cross Mass. Ave in this part of town - and I'm an able-bodied adult.

I also strongly support the vision for a mixed-use corridor with bike lanes alongside car lanes. I am satisfied with the extensive traffic studies showing that the 75% plan will not unduly impede traffic flow, and I am more than convinced that the majority of East Arlington residents support this plan.

Thank you,

Eric Helmuth
33 Grandview Rd.
Arlington, MA 02476

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, March 11, 2013 3:12 PM
To: Sloan, Kimberley (DOT)
Subject: FW: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

From: Suzanna Schell [mailto:suzanna.schell@gmail.com]
Sent: Monday, March 11, 2013 12:30 PM
To: DOT Feedback Highway
Cc: Karen Steiner & Scott Smith
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear DOT:

I live in North Cambridge (and previously lived on Parker St. in East Arlington) and frequently travel by car and bicycle into East Arlington and Arlington Center to go to the movies, shop, dine, and use the Robbins Library. I wish to register my enthusiastic support of the new plan for Mass Ave that will promote a more pedestrian and bicycle friendly street.

Thank you.

Suzanna

--

Suzanna Schell
195 Harvey Street, #7
Cambridge, MA 02140

(L) 617.547.3532

(C) 617.460.1929

e-mail: suzanna.schell@gmail.com

Sloan, Kimberley (DOT)

From: Suzanna Schell Gmail [suzanna.schell@gmail.com]
Sent: Sunday, March 10, 2013 9:51 PM
To: Sloan, Kimberley (DOT)
Cc: Scott Smith
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear Ms. Sloan,

I live in North Cambridge and frequently travel by car and bicycle into East Arlington and Arlington Center to go to the movies, shop, dine, and use the Robbins Library. I wish to register my enthusiastic support of the new plan for Mass Ave that will promote a more pedestrian and bicycle friendly street.

Thank you.

Suzanna

Suzanna Schell
195 Harvey Street, #7
Cambridge, MA 02140

Land: 617.547.3532
Cell: 617.460.1929

NEW E-MAIL ADDRESS: suzanna.schell@gmail.com

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, March 11, 2013 1:57 PM
To: Sloan, Kimberley (DOT)
Subject: FW: writing in support of Mass Ave plan

From: Laura Wiener [mailto:LWiener@town.arlington.ma.us]
Sent: Monday, March 11, 2013 9:42 AM
To: Suzanna Schell Gmail
Cc: DOT Feedback Highway
Subject: Re: writing in support of Mass Ave plan

better to send it to
dot.feedback.highway@state.ma.us

Laura Wiener
Arlington Planning and Community Development
Town Hall
Arlington, MA 02476
781 316-3091

-----Original Message-----

From: Suzanna Schell Gmail <suzanna.schell@gmail.com>
To: Kimberly.Sloan@state.ma.us
Cc: LWiener@town.arlington.ma.us, bikeinfo@massbike.org, Scott Smith <smithsteiner@comcast.net>
Date: Sat, 9 Mar 2013 12:45:38 -0500
Subject: writing in support of Mass Ave plan

Dear Ms. Sloan,

I live in North Cambridge and frequently travel by car and bicycle into East Arlington and Arlington Center to go to the movies, shop, dine, and use the Robbins Library. I wish to register my enthusiastic support of the new plan for Mass Ave that will promote a more pedestrian and bicycle friendly street.

Thank you.

Suzanna

Suzanna Schell
195 Harvey Street, #7
Cambridge, MA 02140

Land: 617.547.3532
Cell: 617.460.1929

NEW E-MAIL ADDRESS: suzanna.schell@gmail.com

Sloan, Kimberley (DOT)

From: DOT Feedback Highway
Sent: Monday, March 11, 2013 2:17 PM
To: Sloan, Kimberley (DOT)
Subject: FW: Public Comments Project 604687 Arlington Mass Ave
Attachments: massave_publicrecord130308.doc; Arlington6LanesMassAve130308.doc

From: L. A. Clayton [mailto:ergofix@hotmail.com]
Sent: Friday, March 08, 2013 7:26 PM
To: DOT Feedback Highway
Subject: Public Comments Project 604687 Arlington Mass Ave

If you have trouble opening or viewing the attached, please contact me.
Please officially acknowledge receipt of these documents. Project 604687 Mass Ave Arlington MA.

Sent by:
Lauren Clayton
16 Kenwood Street
Somerville MA 02144
617.686.8829
representing self

Thank you.

Date: 130308

To: DOT Project Manager Project 604687 Mass Ave Arlington

Re: Questions for the public record.

Fr: Lauren Clayton, 16 Kenwood Somerville MA 02144 617.686.8829 (representing self)

Thank you. Some of these questions were part of oral testimony at the other public meetings.

1. Do we have a right to drive at 30 mph, unobstructed, on this DOT and Fed funded roadway?
2. Do we have a right to use all six lanes, unobstructed, when curb to curb width exceeds sixty six feet?
3. Why are not existing six lanes, sidewalk and Minuteman Trail safe enough?
4. Who is the contact person, with authority, who will respond to these questions?

New:

1. Can the city/town prohibit parking completely, on one side of any street, for sweeping, or plowing?
2. Does any one resident own or reserve a specific on street space, including handicapped, that is exclusively for their use and exempt from sweeping and plowing restrictions?
3. Can the city/town restrict driving, by any vehicle, in lanes where parked cars are prohibited for sweeping or plowing, during the duration of said parking prohibition?
4. Is the Town of Arlington legally bound by your answers?
5. Can the Town of Arlington exercise final striping options that create unauthorized lanes or tracks in direct contradiction of the state's intent, even if not fully specified?
6. Can any traffic management technique, intended to reduce regular traffic speeds below 30 mph, including, but not limited to, raised crossings, mountable curbs, and bike lanes or tracks be categorically eliminated from any proposal, because they are unsafe, cause gridlock, cause dooring, road rage and, for cycle tracks, are an exception to strict DOT/Fed standards?
7. Can a NO BUILD, limited sharrows only, commuting parking restricted, proposal be drawn up by the professional engineer for this project that meets all state and federal requirements with a minimum of design exceptions?
8. Can lane clutter, including: advertising, bollards, buffers, murals, in lane reflectors, messages, symbols, and periodic lane marking be prohibited (exception: "school"), except where lanes approach an intersection? Can messages intended for bicycles only be placed on standard signs? Can affordable, sustainable, limited, sharrows be placed at the beginning of a signal controlled block, and 12 inches from the right curb?
9. Can all traffic sensor active areas for vehicles and pedestrians be identified by green paint and enclosed by a 4" yellow stripe? Can green paint be restricted to this exclusive use, and not used where there is no active sensor? Can non sensed bike boxes be eliminated?
10. Can marked traffic sensors be placed 0, 132 and 440 feet from intersections?
11. Can traffic caused by imaginary vehicles and pedestrians be controlled and eliminated?
12. Of the pedestrians counted, how many were going to parked cars or nearest MBTA stop?
13. Of the pedestrians counted, how many were walking from their residence to the project line at either end?
14. Of the pedestrians counted, how many were walking the entire length of project, with or without an intermediate stop?
15. What are the different stakeholder modes and their number of real people, addressed by this project?
16. Who represents the interests of the stakeholders? What are their names and contact info?
17. What is the total transit time, at peak and minimum for all modes and in which lanes?
18. How is transit time expected to change after this project?
19. Will all traffic signals revert to flashing yellow 11 pm - 7 am?
20. How many cars, bikes and pedestrians are there during each of two peak periods, and total.

Respectfully submitted, Lauren Clayton, 16 Kenwood Street Somerville MA 02144, 617.686.8829 ergofix@hotmail.com

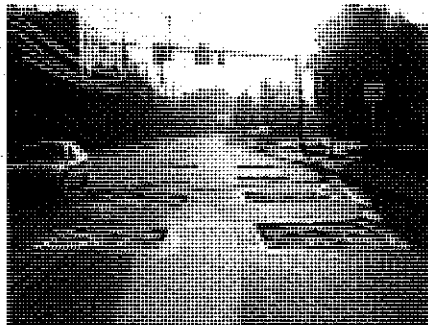
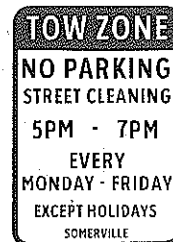
Arlington6LanesMassAve with Sharrows

Sharing the Mass Ave Community, Child Safety, Bicycle Commuting, Residential and Business Parking Stakeholders, and all Road Users.

From: Lauren Clayton 617.686.8829 ergofix@hotmail.com BSEP, Tufts '78, ITE bike and ped.

Re: Mass Ave. "Mode Sharing NOBUILD SHARROW Alternative Plan – It can really be this simple!"

Date: 08 March, 2013



Here's a mode sharing safety oriented plan that fairly accommodates all stakeholders.

1. Six legally perfect 11' wide lanes, end to end. Remove all parking lines. Add a turning lane from Lake Street.
2. Sharrows painted 12" from curb, only at the beginning of major block, and green traffic sensors. ("ESP Sharrows")
3. 10' wide striped bi-directional bike-ped sidewalks, (for juvenile, older or legal contra flow bikes).
4. Use NO so called unsafe traffic management technique that is at risk of increasing GRIDLOCK, or ROAD RAGE. No nose outs, bulb outs, traffic islands, mountable curbs, raised crossings, reduced radius corners, unsensored green paint, bike boxes or cycle tracks. Use stencils and paint on asphalt for decorative crossings. No bricks, sorry.
5. Signalized DEMAND only (push and hold) pedestrian crossings MID BLOCK (many), w laser radar signs.
6. "No Parking – Street Sweeping/Plowing 7-9AM, inbound (or 5-7PM, outbound) signs, M-F.
7. 100% Retained street parking, "Loading Zone 15 min Passenger" in front of laundry. Then, add ten mini lots, off street, for bike corrals and resident only decals, on street and overnight parking rules apply.
8. Use "Evergreen Signals", "Green Bike Zones", "Green Sensor Bike Boxes" (ask me).
9. Bikes can use full right lane during peak commute. Sharrows fully satisfy bike safe accommodation criteria
10. "Bikes Yield to Peds" signs on bi-directional sidewalks. Trees: yes. Planters and benches: no.
11. Upgrade bike corrals, if any, to four Somerville style "Powderhouse Rings", locate bike rental off road.

Advantages include: Easy, full curb to curb snow plowing and snow removal, all traffic has equality mode sharing; 200% community parking retention; no dooring possible during commute; no lost parking revenue to city; all signals are actuated only: no running red lights, reduced transit time for all users, and increased pedestrian safety. I would like to thank members of the Somerville Bike Committee and Alex Epstein, chair, and OSPCD Hayes Morrison, for their comments. Elements of this plan were derived from the Somerville Beacon Street Mode Sharing Coalition Alternative Plan.

Respectfully submitted, Lauren Clayton, 16 Kenwood St., Somerville MA 02144. 617.686.8829. Comments welcome.

"So, you want to spend \$6 million, reduce 6 lanes to three, and increase transit time, except for *imaginary* users? NO!" -Arlington town meeting attendee

Sloan, Kimberley (DOT)

From: sue [ssheffler@aol.com]
Sent: Saturday, March 09, 2013 1:38 PM
To: Sloan, Kimberley (DOT)
Subject: Fwd: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear Ms. Sloan;

My family has been resident in Arlington since 1985; we sent 3 children to the public schools, I served on the School Committee for 6 years, and we have been very involved in a multitude of civil, neighborhood, town-wide volunteer and other activities.

We strongly support this project as a major improvement in quality of life for all Arlington residents. This community is an amalgam of neighborhoods, not a thoroughfare; that is a value we can all support.

The project is terrific for many reasons, including safety, encouraging pedestrian traffic to local business, environmental improvement, fitness of residents, and so on. But this support of sustainable human neighborhoods is top priority for us.

Best regards,

Sue Sheffler
26 Kensington Park
Arlington, MA 02476
ssheffler@aol.com
617 959 4119

Wednesday, March 6, 2013

Marie Rose, Project Manager
and
Thomas F. Broderick, P. E., Chief Engineer
Mass DOT - Highway Division
10 Park Plaza
Boston, MA 02116 - 3973

RECEIVED
MAR 07 2013
MassDOT
PROJECT MANAGEMENT

Re: Public Hearing,
Reconstruction of Massachusetts Avenue
From Pond Lane to Cambridge City Line
Project File No. 604687

As expected of those who commented at the Hearing in Town Hall, Tuesday, February 26, 2013:

This was the first hearing I've attended. I have lived in Arlington, since July 1967. In September 1979, I moved to Pleasant Street; at the time it was **2 lanes**, but has since been reduced to one lane. This change has not been an improvement. During AM and PM commuter hours, traffic is stop & go at best; car owners use a lot of gas which is good only for the State, since the **GAS TAX is 23 & 1 / 2 cents per gallon**. (Gov. Patrick recently said he was considering increasing GAS TAX *another* 15 cents per. gal.) Like **project 604687**, Pleasant Street is also @ one mile (to Rt. 2 and Belmont town line).

I did not attempt to speak at the Hearing because there were not provisions for people with physical problems, like mine, who cannot stand in place, in line.

I want Mass Avenue to remain TWO car ** lanes in each direction: cars meaning,

- ** family car,
- ** ambulances,
- ** hook & ladder fire trucks,
- ** trucks making deliveries to shop keepers in that stretch and as well as elsewhere in Arlington,
- ** police cars,
- ** tow trucks,
- ** Senior Citizen vans,
- ** Trash pick-up trucks
- ** taxis
- ** tour buses, moving vans, and **MBTA BUSES**.

Auto owners pay **GAS TAX** to the State for the maintenance of such town-to-town roadways as Mass Ave. I've asked several Reference librarians to search the internet for the number of gallons of gas sold in Massachusetts per years; they were unable to obtain this information, but it's reasonable to expect millions of dollars are raised each year by Gas TAX.

Bikers pay ZERO gas tax. Yet they want marked lanes on public roadways.

Mass Avenue was created two lanes in each direction for the good of autos and NOT so that in the 21 st century one lane could be eliminated then be made into a marked bike lane.

Bikers already have the **Bike PATH: that is where they should ride**. Next door **Lexington** isn't being bullied by big bike companies, or their customers. When I could still

... continue to page 2 ...

M. Rose and T. F. Broderick
Mass DOT - Highway Division
Project 604687

Wednesday, March 6, 2013

ride my bicycle, I rode on the **Bike PATH**; it was not an imposition. Some time after the **Bike PATH** was opened, bikers began whining that it wasn't plowed in winter, so Arlington plowed it! and, I think, continues to do so - at taxpayer expense.

The **sidewalks** are **already wide enough** for the number of people who actually walk. Wider sidewalks may be useful to people waiting in line on weekends to get into the Town Diner - just down from Capitol Theater. The owner of Capitol spoke at the Hearing in favor of the project. That they have been "paying" for a wide and clear space, and got it within the past year, only 1 of the 3 selectmen voted NO, citing the fact that this is where most teenagers go to the movies and some walk there.

Crossing is difficult at most **Walk Lights** in Arlington (not just on Mass Ave in East Arl) because **not enough time is allowed**. A multi-million dollar project is not needed to correct this; the town can have Walk Time increased, plus have then angled correctly.

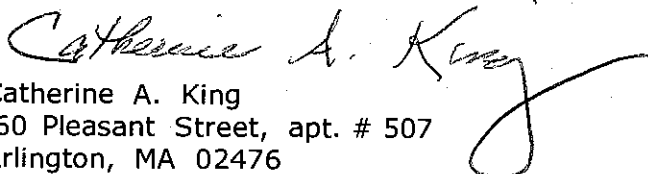
Until very recently - perhaps just after New Year's Day 2013 - there were **portable Walk Signs** on **pedestal stands** placed in the middle of much used roads / streets (on Mass Ave, at the *Robbins Library*, *Town Hall*, on Pleasant Street near the *preschool* on the corner of Maple Street, *Sunrise* (assisted living in Arl. Heights) plus elsewhere in Arlington); **those signs were removed**. Apparently the Selectmen (and / or police) have not asked that these portable **safety signs** be put back into use.

I have not owned a car in many years, or even rented one. **I must rely on the MBTA**, as do millions of people. If the "T" doesn't go there, I can't either. Much more roadway consideration should be given to "T" riders (than bike riders).

When the "T" held a public Hearing June 9, 2011 **re: suggestions for improving the 77 Bus Rt.**, I could not get there without being drenched by pelting rain, so I later asked at Town Hall for the name of the person I could write to. The P. O. returned that letter to me. **Laura Weiner** (Arl. Town Planning Dept.) had given me the wrong name. I then re mailed my **letter of Friday, June 17**, to Rich Davey: **COPY enclosed**.

My principle suggestion was to designate the lane closest to the sidewalk on Mass Ave a **BUS LANE** or at least **Priority for "T" buses**. The **2010 ridership totals** of the **three MBTA buses: 77, 79, & 350** were **over TWO MILLION paying customers**. Except for the 79, these run frequently at 18 plus hours a day, 7 days a week, **365 days a year**, rain or shine, See **enclosed copy of 2010 MBTA Ridership Totals**.

Under no circumstances should bikers be given a lane on Mass. Avenue. Whether the money is taken from Mass Gas Tax, Federal funds, or borrowed from China or elsewhere.


Catherine A. King
60 Pleasant Street, apt. # 507
Arlington, MA 02476

Enclosures as noted in the text.

Friday, January 28, 2011

Richard A. Davey, General Manager

MBTA

RECEIVED

Ten Park Plaza

MAR 07 2013

Boston, MA 02116

MassDOT
PROJECT MANAGEMENT

Dear Mr. Davey,

Please send me MBTA information TOTALS for one year about the number of riders who board the following bus routes on MASS AVE in ARLINGTON itself, both IN bound and OUT bound:

(1) # 77 Arl. Heights to city line of Cambridge
and vice versa
— week days and weeks (2009 or 2010)

(2) # 79 Arl. Heights toward Alewife and
vice versa
— runs only week days (2009 or 2010)

(3) # 350 toward Alewife and vice versa
— week days and weekends (2009 or 2010)

cont. on back side →



enc. w/ 604687

February 15, 2011

Catherine A. King
60 Pleasant Street
Apt. # 507
Arlington, MA 02476

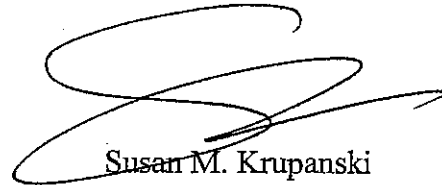
Re: Public Records Request 11-12
Total Ridership Data for 2010
Bus Routes #77, #79 and #350

Dear Ms. King:

In reply to the referenced public records request, enclosed please find a memorandum setting forth the requested ridership numbers for 2010.

I have been advised by the Systemwide Modernization Department that children who ride free were not included in these numbers.

Sincerely yours,



Susan M. Krupanski
Assistant General Counsel

Enclosure

cont →



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, MassDOT Secretary & CEO
Richard A. Davey, General Manager
and Rail & Transit Administrator



604687

TO: Susan M. Krupanski
Assistant General Counsel

FROM: Joseph P. Kelley *JPKelley*
Deputy General Manager
Systemwide Modernization

DATE: February 14, 2011

RE: Freedom of Information Request #11-12

Freedom of Information Request #11-12 requests bus ridership data for the following routes: #77, #79 and #350.

Totals for the requested routes for 1/1/2010 to 12/31/2010:

Route 77 = 1,991,1963

Route 79 = 259,965

Route 350 = 425,327

If any additional information is requested, please don't hesitate to contact us.

cc: R. Creedon
T. Armstrong

Eric Scheier, Project Manager
MBTA Operations and Service
45 High Street
Boston, MA 02119 - 2302

ENC w/ 604687

Re: MBTA Route **77 Bus Route Improvements**
Thursday, June 9, 2011; 6:30 to 8 PM
Selectmen's Hearing Room, Arlington Town Hall

I rely on MBTA bus (and subway) service, and have for decades, to go everywhere: if the "T" doesn't go *there*, I cannot either. I use my Senior Citizens Links Pass constantly.

So, over the years, many ideas have occurred to me that would improve bus service, but because of random pop-up, pelting showers, thunder, and lightening that evening, I could not walk to Town Hall while you were taking recommendations from the public.

In January, I wrote to the new General Manager, Richard A. Davey asking for **ridership totals within** Arlington **Town limits** of the 3 major bus routes (**77**, 79 and 350) which transport passengers on *Massachusetts Avenue*.

Enclosed, for your immediate reference, a copy of the 77 Rt. schedule and a copy of the letter of reply and data sheet (xeroxed back-to-back) mailed to me February 16, 2011 by *Susan M. Krupanski, Assistant General Counsel* for MBTA Law Department.

Please note that the **2010 ridership totals** are given *for the entire route* - departure to destination: **just under 2 million passengers** - and, *maybe*, really 2 million.

The **77** operates:

- * **365 days** a year whether . . .
 - Rain or shine
 - Iced over storm drains
 - humidity so suffocating that workers are dismissed for the day from their air-conditioned Town offices.
 - Snow up to your waist - and bus Stop not shoveled out forcing passengers to climb over the snow bank or stand out on Mass Ave.
 - Windy or fair
- * **18 plus hours a day**, (not all riders are counted by the fare box, such as children under 11 yrs. old accompanied by an adult, as noted in *Krupanski's* letter, and other persons who qualify to ride free of charge)
- * **Departures so frequent** the MBTA cannot list all times on the schedule printed for passengers.
- * **wheel chair** access
- * **bike rack** on front

With this background in mind, my suggestions to improve route **77** for the passengers:

- * designate the outside traffic lane (next to the sidewalk) on Massachusetts Avenue
 - a **BUS LANE**: *priority* for MBTA buses (not, as in Ottawa, a lane only for buses).

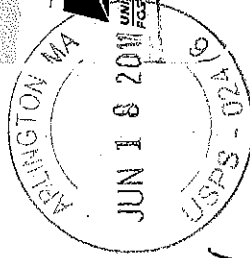
..... continue to page 2

back side

coffee!

Catherine A. King
apt. # 507
60 Pleasant Street
Arlington, MA 02476

*Returned by Post Office
Monday, June 27, 2011*



U.S. POSTAGE
PAID
ARLINGTON, MA
02476
JUN 18, 11
AMOUNT

\$064

00052993-12

1000

02119

Eric Scheier, Project Manager
77 Bus Route Improvements
MBTA Operations and Service
45 High Street
Boston, MA

DATE: 06/24/11

RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD

BC: 02476552132 *1221-02692-18-43



0211902302
0247606521

*enc. w/
604687*

Tuesday, June 28, 2011

Richard A. Davey

enc. with 604687

General Manager

MBTA

Ten Park Plaza

Boston, MA 02116 - 3974

Please redirect as is the enclosed, unopened letter to the MBTA official who held a public hearing at Arlington Town Hall, Thursday evening, June 9th to take recommendation for improving the 77 bus rt. The Post Office returned this letter to me yesterday afternoon. Because so much time has elapsed since the hearing, please forward my letter as soon as possible.

Additionally, I would appreciate a written reply stating the name of the person and complete MBTA address

- cont. on back side -

Wednesday, March 21, 2012

inc w/ 604687

Susan M. Krupanski
Assistant General Counsel, *Law Department*
Massachusetts Bay Transit Authority
Ten Park Plaza
Boston, MA 02116 - 3974

Ridership TOTALS for 2011

I would like to know the **Total** number of **passengers** carried on "T" Buses in Routes **77, 79, and 350** from January 1st to December 31, 2011.

According to the T bus time schedules - available to passengers - * *children under 11 years old* who are accompanied by an adult, ride "free". Others may also qualify to ride without paying a fare (please clarify who else qualifies to ride free of charge: for instance, perhaps * *blind person*; * *person assisting* a blind person; or * ? others, such as ?). Please state whether the Total, for each of the 3 bus routes, is just those who paid a fare or also includes the number of *fare-free* passengers.

In addition to ridership, I would like to know how many senior citizens who live in Arlington have been issued an **MBTA SENIOR photo ID Pass**; the total on record in recent years, not only the number issued in 2011.

Thank you for your time and consideration.

Catherine A. King
Apt. 507
60 Pleasant Street
Arlington, MA 02476



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, MassDOT Secretary & CEO
Jonathan R. Davis, Acting General Manager
and Rail & Transit Administrator



April 5, 2012

Catherine A. King
Apt. 507
60 Pleasant Street
Arlington, MA 02476

enc. w/ 604687

RE: Public Records Request 12-50
Passenger Counts for Bus Routes 77, 79 and 350
Senior TAP Passes

Dear Ms. King:

This letter is in response to your public records request regarding the referenced.

Please be advised that the estimated costs of complying with your request are as follows:

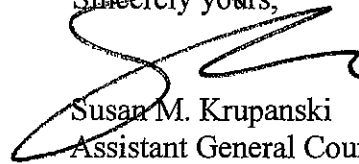
3 pages at .20 per page	\$.60
Search and Segregation Time 1.5 hours at \$ 33.93 per hour	\$ 50.90
Postage	\$.45
Total	\$ 51.95

This amount must be paid in advance and is just an estimate, which may change when the work is actually performed. Please be advised that the MBTA reserves the right to assert any and all available objections and exemptions under the public records law.

cont →

If you want the MBTA to provide the requested documents to you kindly send a check, in the amount of \$51.95, payable to the Massachusetts Bay Transportation Authority, to my attention.

Sincerely yours,



Susan M. Krupanski
Assistant General Counsel

Help us improve The Minuteman Bikeway!



please share your thoughts at:
<http://tiny.cc/minuteman>



questions?

theminutemanbikeway@gmail.com



available
in
Copy Library
Jan. 2013

The Town of Lexington is unlikely to take
suggestions for improving the
Bike Path ~~if~~ they were also going
to have a marked bike lane on
Mass Ave

OFFICE OF THE BOARD OF SELECTMEN

KEVIN F. GREELEY, CHAIR
DANIEL J. DUNN, VICE CHAIR
DIANE M. MAHON
STEVEN M. BYRNE
JOSEPH A. CURRO, JR.



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Thomas Broderick, Chief Engineer
Mass DOT Highway Division
10 Park Plaza, Suite 4160
Boston, MA 02116

Dear Mr Broderick,

On behalf of the Board of Selectmen and the people of Arlington I would like to thank you for sending your team to conduct another hearing on our Corridor Project. It was a long night of testimony – your team did an excellent job of keeping control and insuring that all voices were heard. As you and Mass DOT have done before you've gone above and beyond for Arlington.

This is a very important project for us and I'm glad that by now you've heard of the enthusiastic support of our officials and citizens. There continues to be a few who are opposed – but I believe we have compromised with them and still have a great project. By our count 75% of the testimony favored the project – I believe this represents the sentiment of a majority of our 43,000 residents.

I mentioned in my comments that evening that this project will have a major impact on our town for many years to come. This project will improve:

Safety – for pedestrians, bicyclists and automobiles

Roadway and Sidewalks – that will be re-designed and re-surfaced

Technology – lighting and traffic lights that will be replaced and improved

Handicap Accessibility – that will meet current required standards

Parking – to benefit residents, visitors and businesses

Streetscape – make this roadway greener and far more attractive

After this project this area will become even more of a destination for shoppers, diners, movie-goers, visitors and residents - a project that will benefit every citizen and business owner throughout the town. You and Mass DOT have many requests for your support. Thank you for supporting Arlington these last 5 years and we look forward to working with you and your team as we bring this project through to completion.

Regards,

A handwritten signature in dark ink, appearing to read "Kevin F. Greeley".

Kevin F. Greeley, Chairman

KATE LEARY

39 Milton St. • Arlington, MA 02474 • (781) 266-6497 • kleary@gmail.com

March 1, 2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick:

I am writing in support of the Mass Ave. Corridor Plan in East Arlington. I attended the Town Meeting last week but didn't speak. I agree with everything Phil Goff of the East Arlington Livable Streets Coalition said and appreciate the work his organization has done on this important issue.

I moved to Milton Street in East Arlington last summer with my husband and two young sons. We moved from a neighborhood in Somerville where we walked to work, preschool, parks, and businesses. We chose to live in East Arlington largely because of the walkability and transit it offered.

I love our new neighborhood, with its friendly residents as well as its parks and small businesses, but I was disappointed to realize just how challenging it is to cross Mass Ave. safely. We have accounts at Leader Bank, which is directly across Mass Ave. from Milton Street, but there is no crosswalk even though there is a bus stop. I have to choose between dashing across the street illegally or walking an extra two blocks to cross at a crosswalk that most drivers ignore. When my 2-year-old and 4-year-old are with me I usually just skip it. My preference is always to walk, but sometimes it feels safer to drive around here.

Even when there are crosswalks, the sight line across the vast expanse of Mass Ave. is simply not safe. I am terrified every time I step out into one with my kids. I'm conscientious about stopping for pedestrians in crosswalks, but the way Mass Ave. is set up right now, I don't always see them right away and often have to slam my brakes on.

The only thing more terrifying than crossing Mass Ave. is biking on it. It's an embarrassment how little respect bikers are accorded as soon as they leave Cambridge. Currently the only place I feel comfortable riding my bike in Arlington is on the bike path, but it doesn't take me everywhere I would like to go.

I am delighted with the thoughtful plan MassDot has proposed and can't wait for work to start. In addition to improving safety for pedestrians and cyclists, I believe it will make East Arlington a more attractive place to be for residents and businesses.

Sincerely,



Kate Leary

CC: Pamela Stevenson (FHA), Tomasz Janikula (FHA), Laura Wiener (Arlington), EALSC

Letter of Support for Mass Ave Corridor Plan

RECEIVED

February 26, 2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116

MAR 11 2013
MASSDOT
PROJECT MANAGEMENT

Attention: Project Management Section, Project File No. 604687

Last November, I opened a retail shop on Mass Ave in East Arlington. I am writing in support of the Mass Ave Corridor Plan which would transform the current avenue into three automobile traffic lanes and two bicycle lanes.

Since my business has been operating, I have seen a serious need for traffic calming measures. The current roadway is dangerous for both drivers and pedestrians alike. Without specific lanes and bike paths, driving, bicycling or crossing the street is haphazard, unpredictable, and risky. Cars and trucks constantly speed along Mass Ave, passing each other without much order and the new plan addresses these problems.

Though I understand the concerns that the road construction could cause short-term problems for local businesses, these worries are outweighed by the long-term benefits that both residents and businesses would gain. The new plan would help by calming traffic, by connecting both sides of Mass Ave for pedestrians, and by adding much needed bicycle infrastructure. I support the Mass Ave Corridor Plan as the best plan for a safer and more accessible neighborhood.

Thank you,



Ellen Aronson
Owner, Salvage Ltd
112 Mass Ave
Arlington, MA 02474

302 06-02 11:27

RECEIVED

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am a resident of East Arlington who uses Mass Ave via several modes of transportation - car, bike and on foot. In the current configuration, it's clear that the car reigns supreme at the expense of other users. It seems that drivers, frustrated by congestion on Rt 16 on Mass Ave in Cambridge, are reluctant to reach "open road" ~~that~~ whose configuration more closely resembles a rural highway than a semi-urban community street. They seem quite willing to sacrifice safety to gain a few seconds advantage in getting to the next traffic signal. While crossing Mass Ave on foot at the crosswalk by CVS, this past December, a line of cars approached the crosswalk. The first car saw me and slowed. A truck a few cars back veered out of the line and accelerated. I paused and glared at the truck to assert my right to cross the street on a crosswalk. The truck continued to accelerate directly toward me, forcing me to jump out of the way. A one-lane westbound configuration would have prevented such dangerous and aggressive behavior, though I believe the proposed lane configuration would change the culture and expectations of Mass Ave to reduce the urge to drive like that.

In conclusion, I strongly support the proposed changes to Mass Ave in East Arlington. Thank you so much for your time to edit to improve Mass Ave!

Name James Bigger Title _____
Organization East Arlington resident
Address 37 Varum St
Arlington, MA 02474

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I AM A BUSINESS OWNER AND I DO NOT~~

~~APPROVE OF THIS PROJECT. I HAD GONE TO SOME~~
~~PREVIOUS MEETINGS AND WAS WELL IGNORED BY THE~~
~~PEOPLE THAT THE TOWN APPOINTED TO RUN THE MEETINGS.~~
~~I OPPOSE OF WIDER SIDEWALKS BECAUSE THEY (THE TOWN)~~
~~CANNOT KEEP UP WITH WHAT THEY HAVE NOW WHAT~~
~~WOULD HAPPEN THEN. THESE PAST WEEKENDS SNOW STORMS~~
~~WHICH STARTED ON A FRIDAY HAD THE WHOLE MASS HILL~~

~~SHUT DOWN BECAUSE OF CLEAN UP, CAN YOU IMAGINE~~
~~IT SHUT BECAUSE OF CLEAN UP NO PARKING OR ANYTHING WHAT~~
~~IS GOING TO HAPPEN IF THIS GOES THROUGH. THEN THE SECOND~~

Name Sue Vaka (fka) Title owner
Organization Olympic Plaza
Address 173 MASS AVE
ARLINGTON MA 02474

is going
thing is
it is only
going to
go onto
Pond Ln, what
is going to happen
to bike lanes, sidewalks, etc.
after Pond Ln is going to
be very ugly.

Executive Committee

Arlington Transportation Advisory Committee

176 Waverly Street

Arlington, MA 02476

March 1, 2013

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E., Chief Engineer, MassDOT,
10 Park Plaza, Boston, MA 02116

Re: Reconstruction of Massachusetts Avenue from Pond Lane to the Cambridge City Line, Project 604687

Dear Mr. Broderick,


The Arlington Transportation Advisory Committee (TAC) has voted unanimously for this project in the past and an overwhelming majority of the TAC continues to be very strong and enthusiastic supporters of the currently proposed project for the following reasons:

- Improves safety for all modes (pedestrians, bicyclists, motorists, and transit)
- Provides a more orderly flow of traffic
- Slows down traffic throughout the corridor, but maintains mobility
- Reduces pedestrian crossing distances
- Provides dedicated bicycle lanes
- Optimizes traffic operations at signalized intersections
- Provides additional traffic lanes where needed
- Enhances streetscape for users and businesses
- Maintains parking
- Enhances transit amenities

We have reviewed the results of the new Highway Capacity Manual Multimodal Level of Service analysis for Urban Streets requested by FHWA and summarized in the memorandum of January 23, 2013. While we have questions with some of the results, the findings continue to support the conclusion that two westbound travel lanes with the outside lane shared with bikes would not significantly improve traffic travel time over the proposed one westbound traffic lane with bike lane. We also understand that the two-lane analysis does not take into account any traffic delay created by bicyclists in the shared lane, which if considered, would only further support the one-lane project with dedicated bike lane.

While the new analysis also does not explicitly look at safety, we believe it is inherently safer for pedestrians to cross only three travel lanes rather than four.

Thank you for the opportunity to comment and we look forward to moving this project into construction.

A handwritten signature in cursive script, appearing to read "Jeff Maxtutis".

for
Arlington TAC Executive Committee

Jeff Maxtutis, Co-Chair

Howard Muise, Co-Chair

Ed Starr, Vice-Chair

Laura Wiener, Secretary

cc (via e-mail): Pamela Stevenson, Division Administrator, FHWA

Jennifer Susse
45 Teel Street
Arlington, MA 02474

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

February 28, 2013

Dear Mass DOT,

I write in support of the pedestrian, automobile, bicycle, and mass transit improvements that are at the heart of the Mass Avenue Corridor project in East Arlington. When I first heard about the project I was pretty excited. That part of Mass Avenue is ridiculously wide and confusing for all travelers, as well as being visually unappealing. In my opinion it couldn't be a worse set-up for the friendly and walkable community of East Arlington. As a driver I am often unsure of where I should be, as a walker with children I am often nervous (especially during rush hour or when it rains). As a casual biker I am often apprehensive and will go out of my way to avoid Mass Avenue (thus avoiding the businesses located on it). And as an occasional bus user I am often frustrated by the current placement of stops relative to the placement of crosswalks.

So when I heard that there was serious opposition to the plan I was surprised, but willing to listen. I understood that there are competing interests and viewpoints in the community, and that not everyone shares the same vision. However, I became less sympathetic when I witnessed the opponents to the project's tactics. Not satisfied with making a straightforward case against the project they have often resorted to misinformation and scare tactics, both to local businesses and to the public. They have sought to disrupt meetings with shouts and heckles, rather than reasoned discourse. In short they have sought to bully their way into getting what they want. And they have gotten some of what they wanted. The plan has undergone many revisions in response to community pressure, some good and some not as good in my opinion. But opponents to the plan are not looking to work with others in the community to address their concerns. They are looking to kill the project.

But why are some (a very vocal minority) looking to kill the project? I'm not sure. There are people who would benefit from making that section of Mass Avenue into a 4-lane expressway, but those people don't live in Arlington. Certainly someone who lives in Lexington and works in Cambridge might prefer to travel faster through Arlington on her way home. And perhaps other communities looking for Federal and State money for their road projects would appreciate having this money available to them. For Arlingtonians there is no benefit to rejecting state and federal money for necessary road improvements. For Arlingtonians there is no benefit to rejecting pedestrian and bicycle safety improvements. For Arlingtonians there is no benefit to retaining the current confusing road conditions. For Arlingtonians there is no benefit to rejecting a plan to improve the visage of East Arlington. For Arlingtonians there is no benefit to rejecting improved accommodations for people with disabilities.

8 Adams St.
Arlington, MA 02474
March 1, 2013

Mr. Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973

RECEIVED

MAR 11 2013

Attn: Project Management

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick:

I am writing to voice my opposition to Arlington's proposed Massachusetts Ave. Corridor Plan—a plan that would reduce the number of automobile travel lanes while providing dedicated bicycle lanes. My concerns center around the fact that proponents of the plan seem to have successfully diverted public attention from the reality that a safe and effective alternative to having bicycles and automobiles share the same roadway already exists. It is a twelve-ft. wide, paved bicycle path that runs parallel to Massachusetts Ave. through the entire length of Arlington, from the Cambridge to the Lexington lines. For much of that distance, the Minuteman Bike Path is no more than a few hundred yards from Massachusetts Ave. When the Arlington Board of Selectmen sought Federal and State funding for the project several years ago, it was with the stated objective that it would provide a safe alternative to bicycle riding on Massachusetts Ave. The path has successfully met that goal.

For example, a bicyclist riding from the Cambridge line to Arlington Center encounters only two cross streets on the bikepath as opposed to having to contend with thirty-seven side streets that intersect Massachusetts Ave. over the same distance, along with the numerous entry and exit ways to off street parking lots for drugstores, gas stations, a mini-mall, etc. While it is not a part of the proposed reconstruction, it should be noted that a bicyclist continuing from Arlington Center to the Lexington line again encounters only two cross streets on the bikepath while the cyclist riding on Massachusetts Ave. has to pass by thirty-nine side street intersections plus the numerous entrances and exits to businesses as well as condominium and apartment off-street parking areas. In short, Massachusetts Ave. does not provide a safe environment for bicycle riding. It never has, and even if the proposed plan is approved, it will still fail to do so.

I am also disturbed by the blatantly false assurances echoed by plan proponents who claim that reducing the number of travel lanes will not cause any appreciable increase in congestion. The recent snowstorm and the accompanying reduction in travel lanes to one lane in each direction proved conclusively how wrong those assurances are. We had virtual gridlock along Massachusetts Ave. during rush hours. As a resident of a side street that intersects Massachusetts Ave. I can attest to the fact that we also saw a several-fold increase in automobile traffic as frustrated drivers sought alternatives to the bumper-to-bumper traffic on Massachusetts Ave.

One speaker at the February 26 public hearing asked an interesting question—before embarking on an irreversible project, couldn't the Town determine whether it would slow traffic or not by simply trying it out first? She suggested using traffic cones to temporarily block one lane and see what happens. No one from the Board of Selectmen, or their consulting engineer firm, took the trouble to answer her question!

Arlington's current plan is seriously flawed. It will only cause an increase in vehicular congestion, it will doubtlessly give bicyclists a dangerously false sense of security, and it will needlessly endanger the residents of the side streets that will invariably end up being used as short cuts. I strongly urge you to reject it as it is currently written.

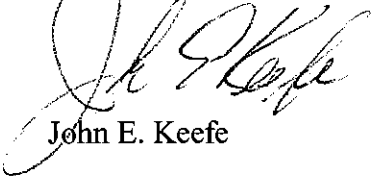
Thank you for taking the time to consider my position.

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Very truly yours,



John E. Keefe

Attachments (2)

Streets that intersect with Massachusetts Ave. between the Cambridge line and Arlington Center:

Boulevard Rd.
Sunapee St.
Lafayette St.
Henderson St.
Fairmont St.
Thorndike St. / Teel St.
Lee Terr.
Magnolia St.
Amsden St.
Varnum St.
Windsor St.
Milton St.
Trowbridge St.
Melrose St.
Marathon St.
Egerton Rd.
Cleveland St.
Chandler St.
Lake St. / Winter St.
Oxford St.
Orvis Rd. / Grafton St.
Everett St/
Harlow St.
Elmhurst Rd.
Marion St. / Bates Road
Tufts St.
Linwood St. / Foster St.
Adams St.
Wyman Terr. / Allen St.
Wyman Terr. / Wyman St.
Palmer St.
Pond Lane
Avon St.
Franklin St.
Whittemore St.
Moore Pl.
Broadway
Medford St.

Streets that intersect with Massachusetts Avenue between Arlington Center and the Lexington line:

Library Way / Water St.
Court St.
Central St.
Academy Rd.
Jason St. / Mill St.
Willow Ct.
Bartlett Ave.
Newman Way
Churchill Ave.
Bailey Rd.
Lockeland Ave. / Schouler Ct.
Grove St.
Coleman Rd.
Prentiss Rd.
Mt. Vernon St.
Walnut St.
Orchard Pl.
Menotomy Rd.
Brattle St.
School St.
Robbins Rd. / Old Colony Lane
Quincy St.
Hobbs Ct.
Fessenden Rd.
Quinn Rd.
Pine Ct.
Burton St. / Forest St.
Appleton St.
Clark St.
Lowell St.
Richardson Ave.
Daniels St.
Davis Rd.
Park Ave.
Paul Revere Rd.
Dundee Rd.
Drake Rd.
Lancaster Rd.
Hibbert St.

2012 APR 10 4 17 26

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Attn: Project Management
Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I grew up in East Arlington and visit family who live on Mass Ave several times a month. The traffic has gotten progressively worse over the years and during rush hour will back up from the traffic lights at Alewife Brook Parkway + Mass Ave going up toward Lake St. It is impossible to back out of the driveway so I am always sure to back in when staying overnight.

~~I cannot imagine the safety problems that would be created if this section of road were reduced to one lane in order to create a bike lane.~~

I thought it ironic that during the last big snowstorm the town had posted signs on Mass Ave in East Arlington, prohibiting parking next to the plowed snow which was going to be removed. The snow caused a narrowing of the street, exactly how the suggested new configuration would be. The town tried to remedy the situation quickly because of the problems it caused yet the new lane reduction would be like permanent snow barriers. I found the parking that day to be very difficult + scary.

Name Nancy Denman Title _____
Organization _____
Address 81 Ring Road Plympton MA 02367

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RECEIVED
MAR 11 2013
MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

- ☒ I am against the Town of Arlington's Corridor Project design.
- ☒ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
- ☒ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
- ☒ I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.
- ☒ I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
- ☒ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
- ☒ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name ANNE RAMELOR Title ---
Organization ---
Address 94A FAIRMOUNT ST

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I HAVE LIVED AND PAID TAXE IN EAST ARLINGTON FOR 30 YEARS
I CAN HONESTLY SAY THIS IS THE FIRST TIME I WAS TOTALLY
DISGUSTED WITH OUR LOCAL POLITICIANS. THEY HAD NO RIGHT TO
TALK TO US THE WAY THEY DID. IT WAS AN EMBARRASSMENT.
MY INTENTION OF SPEAKING TUESDAY NIGHT QUICKLY VANISHED
AS I WITNESSED SEVERAL PEOPLE BEING TEERED WHEN THEY
TRIED TO SPEAK.

CUT
WE ARE A THROUGH FOR TRAFFIC, THEY DON'T ADHERE TO
SPEED LIMITS. WE ARE A CONGESTED AREA WITH CHILDREN LIVING
AND GOING TO SCHOOL IN THE AREA AS WE ALL KNOW TRAFFIC CHOOSES
TO USE OUR STREET RATHER THAN RTE 16. YOU ARE CREATING A
GRID WITH EVEN MORE TRAFFIC ON OUR STREETS, TRYING TO PUSH
ONTO MASS. AVE DURING RUSH HOUR IS ALWAYS A CHALLENGE AND
BY LOSING ONE LANE IT WILL BE AN ACCIDENT WAITING
TO HAPPEN. I AM CONCERNED WITH EMERGENCY VEHICLES
TRYING TO GET DOWN OUR SIDE STREET DURING RUSH HOURS.
WHY DO YOU CLAIM THERE ISN'T ROOM FOR 4 LANES WHEN
FEDERAL HIGHWAY SAYS THERE IS?

Name

Title

Organization

Address

Luis Gordanelli

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

~~I am a business owner and I oppose this project, the way it is represented. The road Mass Ave is a road which needs the 4 (four) lanes. It will create a bottle neck coming from Cambridge and then being congested into one lane will create an "unsafe hazard" to business owners as well as the town, no one would want to stop into Arlington, not to spend money now are the businesses going to survive.~~
If you had come out after the blizzard of 2013, you would of seen how unsafe and hazardous it will be just as it was right after the clean up (which was horrible), no parking, no just one lane of traffic each way, no where to delivery from UPS, W.B. MASON or even for a fire truck to go by. The bus could not have gone by the way the snow was and the way the clean up was.
AS A BUSINESS OWNER, I WANT THE 4 (four) LANES. SO WE COULD HAVE THE VOLUME OF CARS COMING INTO ARLINGTON AS A BUSINESS POINT OF VIEW.

Name Thomas VAKALFOTIS Title OWNER
Organization Olympic Plaza
Address 173 Mass Ave
Arlington MA 02474

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

WHY WERE THE MICROPHONES NOT WORKING PROPERLY FOR THIS MEETING?

WHEN WILL THE STATE PASS A LAW FOR THE BICYCLISTS TO REGISTER THEIR BIKES AND CARRY SOME SORT OF INSURANCE? THEY PAY NOTHING INTO THE STATE AS WE THE AUTOMOBILE OWNERS HAVE TO. WE ALSO HAVE TO PAY YEARLY INSPECTION AND AN EXCISE TAX.

WHEN A BICYCLE RUNS A STOP SIGN & HITS YOUR CAR CAUSING 1200 IN DAMAGE. WHO PAYS FOR THIS WHEN YOU COULD NOT EVEN SUE BECAUSE HE DID NOT HAVE AN ID. HE GAVE A FALSE NAME & ADDRESS. THIS DID HAPPEN TO MY RELATIVE. SHE HAD TO PAY THE \$500 DEDUCTIBLE & HER INSURANCE CO. HAD TO PAY THE REST.

WHY AT THIS MEETING DID THE ELECTED OFFICIALS TALK FOR AS LONG AS THEY WANTED. THE AVERAGE PERSON WHO PAYS THE TAXES GOT ONLY 3 MINUTES.

Name BARBARA DAVIES Title _____
Organization _____
Address 61 FOSTER ST.
ARLINGTON

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Mr. Thomas F. Broderick
Chief Engineer
MassDOT Highway Division
10 Park Plaza
Boston, MA 02116-3973

Re: Project #604687
Reconstruction of Mass Ave, Arlington

Dear Mr. Broderick,

I was Chair of the Transportation Advisory Committee for Arlington from 2001 to 2011, and participated in the development of the Mass Corridor Project. I would like to share with you some of the early history of the project.

In 2001, the Town hired Louis Berger Associates to do a study of lane configurations on Mass Ave in East Arlington. This study was precipitated by two pedestrian fatalities on Mass Ave in the East. The study suggested several 2, 3 and 4 lane options for consideration. In 2002, the Transportation Advisory Committee and the East Arlington Good Neighbor Committee (an existing neighborhood group) hosted several meetings at the Fox Library to present and discuss the options, and to get public input. These meetings, in 2002, led to the following objectives for the corridor:

1. Improve safety for all users: motorists, pedestrians and cyclists
2. Reduce through traffic on neighborhood streets
3. Maintain mobility for all users along Mass Ave at an acceptable level-of-service while not attracting new auto traffic
4. Improve the environment for transit users by coordinating bus stops with crosswalks
5. Encourage more orderly traffic flow
6. Enhance streetscape in the area
7. Increase business patronage

Later, a more focused study was conducted by VHB to respond to these specific goals, and to get the project recognized by the state transportation committees for funding. The primary recommendation of this study was a single lane in each direction except at the approaches to Lake Street and Rt 16.

In 2006 the Town put the design out for competitive bid with these objectives, and FST won the competition between several bidders. Due to various funding issues, the design work didn't begin until 2008. An oversight committee for the project was formed by the Town Manager that included representatives from interested groups in the town. Many public meetings were conducted starting at the 25% design, and opposition emerged, primarily focused on the bicycle lanes and the number of lanes. The Board of Selectmen added members of the opposition to the oversight group, but they did not work constructively with others on the committee, and nullified its performance. This vocal and politically astute minority opposition continues to this day.

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA.

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I have biked through Arlington and I'm a member of Elm Brook Place. I have had a near-miss by a car on many occasions. I think this deaplan is a good idea.

Name Tommy Osborn Title Member
Organization Elm Brook Place
Address 124 South Rd. Bedford, Ma
01742

MAR 11 2013

MassDOT
PROJECT MANAGEMENTTHE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I'm very much in favor of this project going forward. The improvements will only help those who are disadvantaged.

Name

Organization

Address

Mike Pearce
Elm Brook Place
124 South Rd
Bedford, MA

Title

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

Dear Mr. Broderick, and other MassDOT engineers,
Thank you for yet another opportunity to learn about
the Mass Ave corridor project. I appreciate, as many others
have, the detailed information you have given us.

I greatly look forward to the completion of
this project. It will further improve not just the
safety but the overall quality of life in East
Arlington for its residents and visitors. I have
full faith in the MassDOT engineers and their
plans for the future of this space.

Thank you!

Sincerely,
Susie Haglund

Name

Organization

Address

Susie Haglund

Title

17 Henderson Street
Arlington, MA 02474

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

DEAR MR. BRODERICK,

I HAVE LIVED AT 5 AND 7 WINTER STREET FOR THE PAST 18 YEARS. I RAISED TWO CHILDREN THERE AND THEY ARE NOW AGES 11 AND 13. IN ALL THE TIME I HAVE LIVED HERE, I NEVER ONCE FELT UNSAFE CROSSING MASSACHUSETTS AVENUE. I THINK THAT IT IS AGAINST ALL COMMON SENSE TO REDUCE THE CURRENT FOUR LANES TO THREE. THERE ARE A GREAT NUMBER OF ELDERLY DRIVERS IN ARLINGTON AND THEY DRIVE REALLY SLOW BELOW THE POSTED SPEED LIMIT. TRAFFIC ON MASS AVE. WILL BACK UP. I DO NOT THINK THAT ANY OF THE CHANGES THAT THE RECONSTRUCTION WILL BRING WILL HELP ME OR MY FAMILY AND I AM AGAINST THIS PROJECT IN ITS CURRENT FORM.

Name
Organization
Address

JOHN LINDNER

Title RESIDENT

7 WINTER ST.
ARLINGTON MA. 02474

MAR 11 2013

MassDOT
PROJECT MANAGEMENTTHE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name ROBERT MORRISON Title _____
Organization _____
Address 46 MARATHON ST.
ARLINGTON, MA 02474

Like over 3,000 Arlington residents who signed petitions, I want 4 lanes preserved on Mass Ave!

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Rosamond L. Merrill Title _____

Organization _____

Address _____

46 Marathon St
Act, 02474

PRESERVE 4 LANES
ON MASS AVE!

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am an East Arlington resident and I and my neighbors are totally against this project.

There is absolutely no need for bike lanes we can all share the road. Plus we have a bike path down the street.

When this project starts, its going to be a total nightmare for us residents trying to get to work.

Just wait and see what happens when your police and fire depts have to get to an emergency call.

Mark the lanes for the bikes etc that would have done

Name

Organization

Address

Title

Freeman St, Residents

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

GIVEN THAT TRAFFIC VOLUMES AND DELAYS CAN
ONLY BE SIMULATED, WITH LIMITED DATA FROM
ACTUAL OBSERVATIONS AND COUNTS IN THE AREA,

AND, THAT A "TRIAL RUN" WITH CONES AND PROPOSED
STRIPING COULD NOT BE CONDUCTED (SINCE SIGNAL TIMING
COULD NOT BE SIMULATED ON THE ACTUAL INTERSECTIONS)

AND, THAT ENGINEERS & PLANNERS ARE HUMAN, ARE
FALLIBLE, ETC., AS HAS BEEN SHOWN IN THE PAST,
ON OTHER PROJECTS (BY ACTUAL ADMISSION TO ME,
PERSONALLY, REGARDING PAST PROJECTS HERE IN
ARLINGTON)...

THAT
I STRONGLY URGE THE PROJECT PLAN INCLUDE
ADEQUATE FUNDING FOR A FULL REVIEW ONCE THE
PROJECT IS CONSTRUCTED, PERHAPS 6 MONTHS TO A YEAR LATER,
WITH TRAFFIC COUNTS, TRIP TIMES, PUBLIC COMMENT, AND FUNDS

Name

Organization

Address

GLENN C. KOENIG

Title

OWNER

OPEN EYES VIDEO

16 HOPKINS ROAD

ARLINGTON, MA 02476

(NOTE: THE ADDRESS ABOVE IS BOTH MY
RESIDENCE AND OFFICE)

SET ASIDE
TO MAKE
CHANGES
AS NEEDED.
TO INCLUDE
SIGNAL
TIMING,
STRIPING,
SIGNS, ETC.

DIRK R. CASAGRANDE
40 Massachusetts Avenue
Arlington, MA 02474
(781) 648-3630 Fax (781) 643-3850
e-mail: dirk@star.net

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

March 4, 2013

MassDOT
10 Park Plaza
Boston, MA 02116

Attention: Thomas F. Broderick, P.E.
Chief Engineer

RE: Proposed Massachusetts Ave. Rebuild
East Arlington, MA

Dear Mr. Broderick:

My office is located at 40 Mass. Ave. in East Arlington, one block from Alewife Brook Pkwy and the Cambridge City Line. I commute on Mass. Ave. daily, and frequently walk along Mass. Ave. to Capital Sq. Given the high volume of traffic that this major artery is subject to every weekday, it simply doesn't make sense to reduce the number of travel lanes from 4 to 3. As demonstrated every time we have a major snowstorm, and the snow is not plowed back to the curb, losing a travel lane in either direction creates a major slowdown in traffic flow. One lane of eastbound the traffic can get backed up all the way to Arlington Center; and westbound it backs up well into Cambridge.

Given the increase in bicycle traffic along Mass. Ave., I do not argue that cyclists must be given due consideration. But if they must be given separate lanes along this stretch of Mass. Ave., what about bike traffic along the rest of Mass. Ave., where separate lanes do not currently exist, and where it would be even less practical to provide separate lanes? Along well-paved stretches of Mass. Ave., cyclists seem to manage well without separate bike lanes; but in East Arlington, where Mass. Ave. has become essentially a continuous stretch of potholes, cyclists must frequently swerve to avoid these obstacles. If the existing road were simply repaved, it would be a major improvement for all traffic, including cyclists.

It has been my observation that most bicyclists along Mass. Ave. pay little attention to traffic laws, and sometimes do not even stop for red lights at major intersections. I've even seen them ride on the sidewalk when the road was obstructed; and they generally swerve to avoid pedestrians, rather than stop for them. I fear that with separate bike lanes, their travel may be even more aggressive. But, if bicycle lanes are indeed an absolute necessity for this stretch of

MassDOT
March 4, 2013
Page 2

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Mass. Ave., could they perhaps be included along a limited width of the existing or slightly widened sidewalk, where cyclists would be a lot safer than between parked cars and moving traffic?

There have been suggestions made that the existing sidewalks should be made wider, to accomodate outdoor seating, etc. But the existing sidewalks seem to have more than adequate width for normal pedestrian traffic, and the Town should not provide public space for expansion of private business. And it's also been suggested that more trees be planted along Mass. Ave. The existing trees grow into the overhead utility lines, and the leaves clog the drains every fall; plus dead branches frequently fall off older trees. The Town apparently does no tree maintenance, so it wouldn't make sense to plant more.

~~A major concern is and should be safety at pedestrian crossings of Mass. Ave. All too often I notice that cars do not stop for pedestrians waiting to cross, perhaps simply because the drivers do not notice a waiting pedestrian in time to stop. Paying attention to moving vehicular traffic can be a driver's primary concern. It should be imperative that signals be installed at all pedestrian crossings, and that cyclists be educated to also stop at these crossings. The proposed bumpouts at pedestrian crossings would do little if anything to improve safety, since pedestrians generally walk out to wait behind a parked car before crossing. But such bumpouts certainly do create a problem with proper snow clearing of the road, as evidenced where they already exist.~~

Finally, I wish to point out that if Mass. Ave. is reduced to 3 lanes, with one westbound lane, it will entirely stop westbound traffic when a westbound vehicle wants to make a left turn, which happens frequently during evening traffic. A left-turning driver may then take unnecessary risks in order to limit his holdup of traffic. The 3-lane proposal simply does not make sense, and is a prescription for major traffic problems. I sincerely hope that common sense will prevail.

Yours truly,



Dirk R. Casagrande, P.E.

RECEIVED

John F. Ross
2 Stevens Ter
Arlington, MA 02476
03-04-2013

MAR 11 2013
MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attn: Project Management Section, Project File No. 604687

Dear Mr. Broderick,

This letter is written to support the plan regarding the Mass Ave corridor project in East Arlington. I am quite familiar with the proposed project, and attended the most recent public hearing last week (although I did not get a chance to speak).

I commute by bicycle along Mass Ave from Arlington Heights to Cambridge five days a week year-round. I also own a car and drive along Mass Ave frequently, and although I live in the Arlington Heights neighborhood, I find myself a pedestrian along that area of Mass Ave as well during my visits to the local businesses. I find the current layout of the corridor unsafe, inconvenient, and unpleasant for all my modes of transportation (driving, biking, and walking). The road is too wide to cross comfortably as a pedestrian. The lack of lane markers provides an unorganized and therefore unsafe drive. The lack of any designated bicycle route is unsafe and causes conflict with the cars.

Under the current plan I recognize that there will be two lanes of travel for the eastbound side, although I believe one lane would be sufficient. Further, I understand that there will be one travel lane westbound. As I travel this road during rush hour every day, it is obvious to me that this is appropriate, especially in light of the widened bus stops and designated bicycle lanes, reducing the need for cars to swerve around buses or bicycles into an adjacent lane. I further see the wider sidewalks, bump-outs narrowing the crossing distance, and enhanced traffic light technology as all huge advantages.

The plan as outlined will enhance every mode of transportation, and I believe will allow East Arlington to become more of a destination neighborhood. This should obviously benefit the many shops and restaurants. Further, I own residential rental property in the neighborhood and I believe completion of this project will make my rental property more attractive.

In general, I see a cultural shift to a more green and healthy lifestyle compared to even just a decade ago. This plan encourages that shift by making the town more pedestrian and biker friendly, without deleterious effects on driving. We need to encourage more walking and biking. We need to provide a better Arlington for the next generation, not a worse one. This plan does that.

Mass Ave, the neighborhood, and the town desperately need this plan carried out. Please move ahead with great haste.

Sincerely yours,

John F. Ross

781-504-4858

JFRoss2006@gmail.com

RECEIVED

11 Ashland St.
Arlington, MA 02476
4 March 2013

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Mr. Thomas F. Broderick, P.E.
Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116

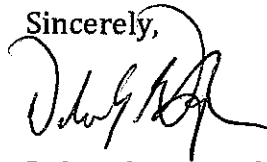
ATTN: Project Management Section, Project File No. 604687

Dear Mr. Broderick:

I am writing to express my strong support for the proposed plan to redesign and repair Massachusetts Avenue in East Arlington, MA. Regrettably, a small but outspoken minority group of town residents are opposed to this project. In my view, this opposition is irrational and agonizing. It is my hope that we might begin to move forward and get construction underway without further delay.

I believe town, state and federal officials have done an outstanding job at developing a plan that will serve pedestrians, motor vehicle operators and cyclists and is consistent with the design of Massachusetts Avenue in the rest of the town and the city of Cambridge. Many thanks to you and your colleagues for your efforts to date.

Sincerely,



Deborah G. Douglas

MAR 11 2013 11:00

William D Moyer
49 Hillsdale Road
Arlington, MA 02476
March 4, 2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section
Re: Support for Reconstruction of Massachusetts Avenue, from Pond Lane to the
Cambridge City Line in Arlington, MA

Dear Mr Broderick:

I am a resident of Arlington, MA. As I was unable to attend the public meeting on Tuesday, February 26th on the Massachusetts Avenue reconstruction project in Arlington, I am now writing to express my support for the current 3-lane design for the Massachusetts Avenue reconstruction as proposed by the Town of Arlington in conjunction with MassDOT. I urge the town and MassDOT to procede with the current design as is.

Sincerely,



William D. Moyer
Town Meeting Member, Pct. 10

513-200-1111 by 3-28

Jennifer Hite
33 Varnum Street
Arlington, MA 02474
March 3, 2013

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Cc: Pamela Stevenson, Administrator FHWA
Tomasz Janikula, Project Manager FHWA

Dear Mr. Broderick:

I am writing to ask you to push forward the Mass Ave Corridor Project in Arlington. We have been waiting many years for the construction to start and feel that a few residents in opposition to the plan have forced the majority of the town to wait years longer than necessary for the Mass Ave they deserve.

Mass Ave is our Main Street through East Arlington and currently divides the neighborhood since it is way too wide a swath of pavement to comfortably cross on foot regularly. We would like it to be more than that. We would like it to be safe for all users, more inviting for residents and guests, more livable for all.

As much as I would have preferred the two-lane configuration in one of the early iterations, as it was a far superior proposal for pedestrian safety, I can see that this compromise is still a much needed improvement to the current conditions and will be thrilled to see it come to fruition. I look forward to being able to cross the street with my dog without running, afraid of the vehicle off in the distance, approaching faster than they should. I look forward to wider sidewalks to be able to sit and have my coffee after frequenting a local business. I also look forward to driving down a more organized roadway that is clear about where each road users should be.

I sincerely hope that you will listen to the majority of residents, and support the plan for moving forward, rather than the vocal minority.

Thank you for your help.

Sincerely,



Jennifer C. Hite

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

March 5, 2013

Thomas F. Broderick, P.E. Chief Engineer
MassDOT 10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Re: Comments on Reconstruction of Mass Ave, Arlington (Project No. 604687)

Dear Chief Engineer Broderick:

I write in support of the Town of Arlington's plan to reconstruct Mass Ave. in East Arlington. I am a regular bike commuter, a walker, and a motorist on this stretch of road and also a resident of an abutting street. I find the current configuration of Mass Ave. (very wide and unstriped) to be dangerous, chaotic and conducive to high speed driving, especially for a roadway that effectively constitutes our town center. The proposed reconstruction does a commendable job of addressing these safety issues while also enhancing the character of the area.

The fully striped bike lanes and pedestrian safety enhancements are very important to me as a regular user of the road. If vehicular traffic were slowed slightly to make the public roadway safer for vulnerable bikes and pedestrians, then I think it would be a worthy tradeoff. Nevertheless, east-bound traffic should actually be improved, and traffic studies completed in 2005, 2008, and 2009 by different engineering firms all concluded that the lower volume of west-bound traffic can be handled with a single traffic lane as long as a left-turn lane is provided at Lake Street (which the current Plan provides).

The public vetting of this project has been thorough and the Town has been responsive to the concerns of residents from all sides of the project. From attending several public meetings on this issue, I am aware that there is a relatively small group of individuals that are vocal in their opposition to this reconstruction project. However, it seems the opposition is not well grounded in facts. Their allegations of nightmarish traffic congestion and traffic spill-over to side streets are contrary to numerous traffic and engineering studies.

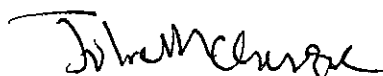
RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

I hope that Project No. 604687 will have the full support of the Massachusetts Department of Transportation, in its current configuration, preserving bike lanes and pedestrian safety enhancements.

Very Truly Yours,



Conor McKenzie
& Julie McKenzie
26 Elmhurst Rd.
Arlington, MA 02474
conormckenzie@gmail.com
781-296-3819

cc:

Laura Wiener (via email)

MAR 11 8 17 33

3 Sheraton Park
Arlington, MA 02474
March 4, 2013

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Mr. Thomas F. Broderick, P.E.
Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116

Attention: Project Management Section
Project File No. 604687

Dear Mr. Broderick:

We, along with the majority of Arlington residents, strongly oppose the proposed project to reconfigure Massachusetts Avenue. Specifically, reducing the number of vehicle lanes will cause gridlock along the already heavily trafficked Massachusetts Avenue as well as negatively impacting traffic on the adjoining streets. You have only to recall the effects of the recent snowstorm on February 8, 2013. Traffic lanes on Massachusetts Avenue were reduced for days, causing considerable traffic delays. Must we spend \$6.8 million dollars to permanently restrict traffic flow on this major artery, resulting in gridlock?

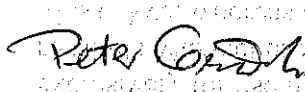
We request that you take into consideration the number of vehicles that traverse Massachusetts Avenue vs. the number of bicycles. Is it right, and in the best interests of the greater community, to inconvenience the majority of citizens for the few? Bicyclists do have an option.... an excellent one.... built at a substantial cost and reserved exclusively for use by bicyclists and pedestrians. It is the Minuteman Bikeway which parallels Massachusetts Avenue. Therefore, there is no imperative need to reconfigure Mass. Ave, whereas the cyclists already have a viable alternative.

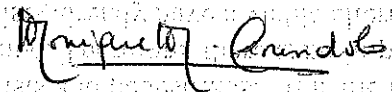
As the Chief Engineer of the MassDOT, you have a duty and an obligation to provide excellent customer service to people who travel in the Commonwealth, and to provide the safest and most reliable transportation system in a way that strengthens our economy and quality of life. Massachusetts Avenue is a major transportation artery and every effort should be made to ensure safe and rapid vehicle transit along that route. The proposed project in Arlington will surely result in the opposite outcome.

We implore you, and the Arlington town officials, to resist the temptation to "grab federal funding", just because it is available, with the result of diminishing the quality of life for Arlington residents.

Thank you for your consideration.

Sincerely,


Peter Cerundolo


Monique Cerundolo

cc: Kevin Greeley, Chairman, Board of Selectmen
East Arlington Concerned Citizens Committee
Maria Romano

Brian Hasbrouck
46 Sherborn St.
Arlington, MA 02474

March 5, 2013

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick P.E.,
Chief Engineer, Mass DOT
10 Park Plaza,
Boston, MA 02116

Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick:

RE: Request for public comment

This letter is submitted in the course of the February 26 public hearing on the above referenced project and is my personal response to the invitation for written statements. I don't know the range of public comments that are relevant to current discussion. Therefore, please accept the general sense of my views.

First, I mentioned that I have always been skeptical of plans to narrow the road and reduce travel lanes available to motor vehicles. I expressed my reservation in a letter to Arlington Selectmen, dated August 9, 2009. My particular concern was the lack of a quality narrative, and concerns about the limitations of engineering modeling. I worried about subtle effects that might be introduced by the dramatic shift to the new plan. Shortly thereafter, Arlington selectmen approved the 25% plan. But the vote was not unanimous and I believe my concerns were broadly shared.

Second, I reaffirm my earlier request, that the project should not proceed without confident assurances that valued existing qualities would, within reason, be preserved.

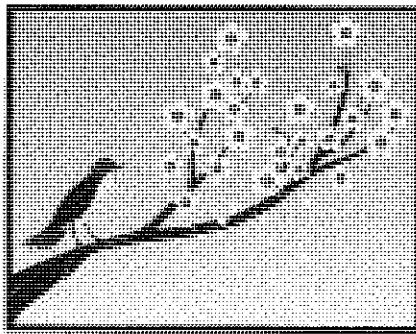
Third, I raise a new concern, around the report discussion pertaining to the so-called "multi-modal operational analysis" that was not available three years ago. Throughout all of the years that I followed this project, there was a modest conventional assumption that the quality of trip times for personal cars and transit riders would be sustained or perhaps improved. Nothing factual or technical in the early plans dispelled this. Yet your own communications with John McVann at the U.S. DOT reveal some professional doubt that this is fact the case, to the best of current understanding. It does not reassure me that the tools for multi modal operational analysis are new or imprecise or out of scope or arguably not a project requirement.

The demand for this project does not count as an emergency, in the emotional sense that we have bridges and roads all over the place that are falling apart and need repair. So no important public goal would suffer, if the project was paused and carefully reconsidered.

Sincerely,



Brian Hasbrouck



RECEIVED
MAR 11 2013
MassDOT
PROJECT MANAGEMENT

SARAH A. BIXLER

27 Argyle Rd.
Arlington, MA 02476

March 5, 2013

Thomas F. Broderick, P.E.
Chief Engineer
Mass DOT
10 Park Plaza,
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick:

I attended the meeting at Arlington Town Hall on February 26 in support of the Mass Ave project, though I did not speak. I am writing to you now to express my STRONG support for East Arlington's Mass. Ave project. I am a 25 year resident of Arlington Heights, and I have enjoyed seeing how much the town has been revitalized over the years. I enjoy shopping and dining in East Arlington, but feel that the current Mass Ave is impossible for pedestrians to cross safely. It is my strong hope that the Mass Ave project will be approved and will make the area better for drivers, pedestrians, and bicyclists, will make the area more aesthetically pleasing, and will make Arlington a better community overall.

I ask you to please support the East Arlington Massachusetts Avenue project as it stands, with bike lanes!

Sincerely,

Sarah A. Bixler

RECEIVED

MAR 11 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT
Attn: Project Management Section, Project Number 604687
10 Park Plaza
Boston, MA 02116

MassDOT
PROJECT MANAGEMENT

March 1, 2013

Dear Thomas,

My wife and I attended the first public hearing on the Mass Ave Corridor Project but did not have an opportunity to provide verbal comments then, and we were unable to attend the second hearing. We write now to express support for the project, and appreciate your consideration of these written comments.

For over a decade, we have been frequent users of the section of Mass Ave from Route 16 to Pond Lane. Our comments are based on our experiences as drivers, cyclists, and pedestrians along this stretch of roadway – and as Arlington residents who care deeply about the strength of our community.

The plan to improve Mass Ave is highly appropriate, essential, and overdue.

It doesn't matter what one's mode of travel is; from the vantage point of those on foot, or on two wheels or four, the prevailing sense along the current Mass Ave Corridor is uncertainty and confusion. Drivers decide for themselves whether the stretch is one, two, or three lanes of traffic in each direction; cyclists ride anxiously and unpredictably with no sense for drivers' boundaries; and pedestrians cross the street wondering if the speeding car will yield long enough to allow safe transit. It is a no-man's land and a free-for-all. There is no greater threat to driver, cyclist, and pedestrian safety than high-speed uncertainty.

The proposed lane configurations, street light timing, parking reconfigurations, and crosswalks will add a significant touch of order to the chaos. Greater delineations will stem the erratic behavior that causes confusion, aggression, and too often, accidents. The new design will create order by eliminating the temptation to jay-walk, removing ambiguity around driving and cycling lanes, and improving visibility for all.

We have heard some opponents of the project cite concerns about traffic, even going so far as to commission independent "studies" of the traffic patterns. This is much ado about nothing. East Arlington could turn the Mass Ave Corridor into a superhighway without reducing east-bound traffic because of one simple fact: there is, and will remain, a bottleneck at the intersection with Alewife Brook Parkway. Timing the lights may improve traffic flows, as the project engineers have modeled, but objecting to the plan on the basis of traffic concerns is largely irrelevant because this stretch of road will always terminate at Route 16. We therefore urge you to discount the objections to the project that others have raised based on concerns about traffic.

Finally, there is the issue of community. Compared to Lexington, Bedford, Medford, Belmont, and even Concord, Arlington is defined by the unique strength of its local businesses. We have been thrilled by the diversity of dining, shopping, and entertainment within walking distance of our house near Arlington Center. So-called "road diets" have become standard practice as cities and towns around the country seek to reduce driving, get people out and about, and build vibrant local economies. Having followed other cities' and towns' experiences with them, I have noticed a pattern: the plans are proposed, opposed,

David Markun
12 Williams St.
Arlington, MA 02476
5-March-2013

RECEIVED
MAR 11 2013
MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973

Attn: Project Management, File: 604687

Dear Sir:

I am writing in response to the Public Hearing held in Arlington on February 26, 2012 on the Mass Ave Project, which I was unable to attend. I support the 3-lane plan which has undergone so much scrutiny and evolution over the past years, and I look forward to its being implemented. I oppose the 4-lane proposals.

Sincerely,



David Markun

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

To:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973

Attn: Project Management, File: 604687

March 5, 2013

Dear Sir:

I am writing in response to the Public Hearing held in Arlington on February 26, 2012 on the Mass Ave Project. I oppose the 3-lane plan, losing a travel lane and mobility, for very little justification. I want to see a 4 lane plan that actually improves the main road our town relies on.

We strongly oppose this road project.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas and Denise Lynch". The signature is fluid and cursive, with a long horizontal line extending from the end.

Thomas and Denise Lynch

70 Colonial Dr.

Arlington, MA 02474

781-646-3848

Greg Thompson
249 Gray Street
Arlington, MA 02476

RECEIVED

MAR 11 2013

March 4, 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E., Chief Engineer

MassDOT – Highway Division

10 Park Plaza

Boston, MA 02116-3973

Attn: Project Management

RE: Mass Ave Reconstruction – Arlington, MA

Dear Mr. Broderick,

I attended the Design Public Hearing of February 26, 2013. Generally, I support the proposed plan. Two comments:

- 1) **Bus stop at the Capital Theater** – I agree with others that the bus stop should be moved from in front of the Theater to the next block east. This would ease congestion and improve flow at the Mass Ave/ Lake Street intersection.
- 2) **Gray Street traffic calming mitigation** – As traffic calming is introduced along the length of Mass Ave, please implement traffic calming measures on Gray Street to mitigate. Neighborhood residents have already observed that traffic is diverting off of Mass Ave due to recent reconfigurations and calming measure on Mass Ave between Brattle Street and Stop and Shop.

Consider this – Along the entire length of Gray Street (1.2 miles) there is only two stops: Highland and Jason Street. There are no other traffic calming features that Mass Ave will have. The result is that Gray Street has heavy and fast moving traffic that is not safe and not consistent with the residential character or use. It is reasonable to expect even more traffic will divert to Gray Street upon completion of the Mass Ave reconstruction.

As a mitigation project, tied to reconstruction of Mass Ave in central Arlington, please reconfigure and reconstruct Gray Street to include mitigating traffic calming measures. These might include: traffic calming tables, signaled crosswalks for kids walking to Brackett School, neck-downs, "no turn between certain hours" signs at feeder streets to push traffic to Mass Ave or Route 2 where it belongs and overnight on-street parking. Personally, I do not believe radar speed reading signs would be effective.

Once again, I, generally, support the Mass Ave reconstruction plans and I thank Arlington, MassDOT and FST for their hard work.

Sincerely,



Greg Thompson

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

Please begin this project as soon as possible. The project is very well planned, has incorporated numerous community suggestions and is long overdue to break ground. The project will improve the safety, usability, beauty and commercial viability of the area.

It is urgent that something be done in this section of Mass. Ave, and this is the best plan for it.

The time given for public comment has been excessive, unwarranted, and probably unprecedented. Countless other projects with potentially much larger impacts have sailed through with little or no debate in this town.

We can't afford to lose this funding just because a vocal and angry minority with suspicious funding and strategies has refused to back down after winning multiple concessions.

Sean Madden

Name Sean Madden Title _____
Organization _____
Address 71 Cutter Hill Rd
Arlington, MA 02474

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

03/05/2013

~~I support the project on Mass Ave in east Arlington.~~
I think this will be great for the businesses in
the area particularly during the spring/summer/fall
season - when bikers use Mass Ave to get to the trail.

Although I understand that there are those oppose to the
reduction in the number of lanes, ~~I think great effort has~~
~~been made~~ I think the new plan is a great compromise.
Thank you for all the effort and hard work with the planning.

Name Cherry Greiner Title _____
Organization _____
Address 18 Fayette St.
Arlington, MA 02476

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

03/05/2013

I strongly support the proposed Mass Ave reconstruction project. I lived in East Arlington for 10 years, and I believe that the project is in the best interests of the town and residents. Businesses, quality of life and property values will all benefit.

Name Kenneth Greiner Title _____
Organization _____
Address 13 Fayette St.
Arlington, MA 02476

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

We live in East Arlington and strongly support the Mass. Ave Corridor Project for the following reasons:

1. We often do our errands on bicycle. We will be more likely to shop at the stores on Massachusetts Avenue because of the safety improvements.
2. We often catch the 77 Bus to Harvard Square. Walking across Mass Ave will be much safer for us with the improvements.
3. We also drive frequently to and from Cambridge. Having the bike lanes and widening parking lanes will make our driving easier and safer.
4. Adding the Bates Road signal will give us other options as pedestrians or bicyclists as to where to cross Mass Ave. It will also make turning onto Mass Ave. easier for us when we drive.

We hope the project goes forward as planned.

Sincerely


Catherine Farrell
Catherine Farrell and Steve Wofsy
76 Park St.
Arlington, MA 02474

Steve Wofsy

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Augustine R. Cella 

99 Spy Pond Parkway, Arlington, MA 02474

Phone (781) 646-9342

Town Meeting Member Precinct 2

East Arlington

THOMAS F. BRODERICK, P.E.,
CHIEF ENGINEER,
MassDOT- Highway Division
10 Park Plaza
Boston, MA 02116-3973

Dear Mr. Broderick,

I am writing to you to express my opposition to the Mass. Ave. Corridor road project in East Arlington. While I feel there are many good elements to the plan, I do not think the elimination of a travel lane and the addition of two 5 foot bike lanes is a good idea, I feel that Mass Ave should remain a 4 lane shared roadway. I am in favor of all the other Improvements.

Over 300 people attended the last public hearing and 60 of them spoke, 40 were in favor of the plan as presented and 20 were opposed. After the hearing the proponents claimed that the overwhelming majority of the people who spoke in support of the plan were from the area of the project. I feel that the project is a good idea but the elimination of a travel lane is not a good idea. I feel that the project should be a 4 lane shared roadway. There will be a non binding vote in the coming town election in April and we will have a better idea of what the voters think of this project.

Please do not destroy Mass Ave to satisfy a small but vocal activist group.

Thank you,


Augustine R. Cella

MAY 11 2013

MassDOT
PROJECT MANAGEMENTTHE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am in support of the plan. I am a home owner in East Arlington and cross~~
~~Mass Ave twice daily on foot as I walk to the subway to commute to Boston.~~
~~It is not safe and even when one lane of traffic stops for the cross walk,~~
~~often cars whip around from the second lane without looking to see if~~
~~anyone is in the crosswalk. I am in full support of the proposed plan. I~~
~~am in support of 3 lanes of traffic. I have never seen any back up~~
~~in the traffic leaving Cambridge and assume that a single lane will~~
~~suffice.~~

We must reconstruct Mass Ave to be safe, functional, and more
visually appealing. I believe this is the proposal that will enable
Mass Ave to be best utilized by residents, passers-through, and
visitors.

Thank you for your research and proposal. We should move forward
with the plan. The community overwhelmingly supports the plan
and would like to see construction begin.

Name Laura Vanderberg Title Dr.
Organization _____
Address 20 Waldo Road
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RECEIVED
MAR 11 2013
MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

Dear Mr. Broderick,

Please move forward with the ~~plan~~ plan to turn

Massachusetts Avenue in Arlington from Route 16 to

Pond Street into a three lane road with bike lanes.

You have your professional engineer license. You

know what you are doing. I support you to complete

this project making East Arlington a better, safer

place to live.

Name Andrew Fiordalis Title _____
Organization _____
Address 20 Waldo Road Arlington MA 02474

Alex Hoffinger
66 Waldo Road
Arlington, MA 02474

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

March 1, 2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston MA 02116

Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick:

I was unable to attend the February 26th hearing in person, and so I am writing to express my strong support for the Mass Ave Corridor Design Plan.

I travel along and across Mass Ave in East Arlington by car, bike, and foot. I do so most often in my car, and in its current configuration, with below capacity volume, motorists often drive too fast simply because, most of the time, we can. With the reduction in lanes outbound, and with appropriate turning lanes, I have no doubt that the new design will calm and bring order to traffic. As a sometime cyclist, I strongly support the proposed bike lanes, as they facilitate safe bike travel, but also they are clearly the best way to implement the settled public policy in this state to accommodate bicyclists and promote multiple use of state roadways. And I applaud how the design makes the Corridor more accommodating for pedestrians, with the planned new crosswalks, bump-outs and refuge islands. I am someone who crosses Mass Ave often by foot – on the way with my kids to the Hardy school, heading to Alewife to catch the “T,” and going to and from businesses in East Arlington. And every time I cross the Ave – I am very aware of how careful I must be, because of how fast cars are traveling and the distance I must cross to get to the other side of the Avenue.

For these reasons, I am convinced that the proposed plan dramatically improves on the current roadway and will greatly benefit East Arlington. To accommodate the heavy inbound traffic during the morning rush hour, the plan appropriately retains the current two Cambridge-bound lanes. Outbound – towards the Center – the plan reduces the lanes from two to one, an appropriate change in light of the fact that repeated traffic studies confirm that one lane can accommodate outbound traffic that never comes close to approaching the inbound rush hour volume. This is the most controversial part of the plan; but it is well justified by traffic studies, and it is the very element of the plan that makes many of the much needed improvements – pedestrian refuges and islands, bump-outs, and bike lanes among them – possible.

As someone who is active in the neighborhood (as a recent Town Meeting member, Hardy School parent, and founder of the Friends of Waldo Park), I know that there is widespread support for the current plan. I urge you to move it forward to approval.

Sincerely,



Alex Hoffinger

cc: Pamela Stevenson and Tomasz Janikula, Federal Highway Administration

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 11 2013
MassDOT
PROJECT MANAGEMENT

To Whom it May Concern:

I would like to register my **strong support** for the Mass. Ave. reconstruction project in Arlington, particularly the improvements for pedestrian and cyclist safety.

I would also urge you to consider adding a crosswalk near Palmer Street, as this is one of the most common areas for jaywalking across Mass. Ave.

Thank You,



Thouis Jones
51A Wyman Terrace
Arlington, MA 02474

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

- 1) ☒ I am against the Town of Arlington's Corridor Project design.
- 2) ☒ I am not in favor of putting two 5-foot wide bike lanes on this major roadway.
- 3) ☒ I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.
- 4) I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists. *Response time will be sacrificed*
- 5) ☒ I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.
- 6) ☒ I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.
- 7) ☒ I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Diane D. Vieira Title Resident
Organization _____
Address 68 TROWBRIDGE ST
ARLINGTON, MA 02474

I am not in favor of a 3-Lane design for East Arlington.
all we need are better traffic lights, new curbs & sidewalks.
we do NOT NEED ANOTHER BICYCLE LANE. WE HAVE THE MINUTEMAN
BIKEWAY - A LOT OF MONEY WAS SPENT ON THAT. IS THERE ANYTHING
ELSE THAT THE RIDERS WANT?

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name JOSEPH M. CONNORS Title 3-3-13

Organization _____

Address 78 BATES RD

ARLINGTON MA 02474

Joseph M. Connors

RECEIVED

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

Dear friends at Mass D.O.T.
The Mass. Ave. corridor project strikes me as having a shot at the toughest transit problem in town: teaching us all to share the road. To move from the age of the automobile to the age of renewable energy means making room for buses, bicyclists and pedestrians — just as you've done. Thank you for putting safety first, and providing legal lanes for everyone.

Name _____ Title _____
Organization _____
Address _____
Jessie Brown
46 Jason St (precinct 8)
Arlington, MA 02476

Joan U. Smeltzer, Arlington Resident – 7 years
15 Freeman St., #1
Arlington, MA 02474
j.u.smeltzer@gmail.com

March 3, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston MA 02116-3973
Attn: Project Management

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

RE: Reconstruction of Massachusetts Avenue – Project File No. 604687

Dear Mr. Broderick,

I was present at the February 26 Public Hearing but did not have the chance to comment. The hearing was held in a room that was not large enough to accommodate all the people who wanted to speak. Many people were turned away from the hearing. I am disappointed that I was not able to speak. When voices opposing the project finally got to speak, they were cut-off and jeered, intimidating many other ordinary citizens who might have otherwise spoken their viewpoints, myself included. I just thought you should know.

My opposition has never been against bikers or repairing the road or making the road safe for pedestrian crossings. I ride the bus daily to Harvard Square for work, I drive occasionally for errands, I walk daily for my health and to shop locally. I support first simulating this plan in real life – not relying on a beta software model that considers A, B, C, D and even F levels of efficiency “acceptable.” Temporary striping was proposed 4 years ago and repeatedly since then. I am VERY concerned that the one lane westbound will cause serious traffic snarls and delays in all forms of transportation. Your DOT rep stated that striping is a financial expense that the town pays for. It seems a small price to pay if the town reps believe so strongly that this is a plan that will improve transportation in the area. It is crucial that we try out this plan before rights-of-way have been signed and construction begun, before this major county artery becomes clogged in an urban area already choked with vehicles of all types, before small businesses have closed down due to less ease for automobile customers patronizing their businesses. Local pedestrians and bikers cannot begin to make up for lost revenue that would otherwise be spent by customers from out of Arlington.

The premise that because cars and trucks and buses will now travel slower, all these good-natured drivers will pause and think, “*Oh! What a charming town – I think I’ll stop and shop here!*” – is a ludicrous pipedream that is laughable.

While I don’t oppose biking as a legitimate transportation mode, it is not the mode for most of Arlingtonians, (I understand the biking population is 2% Arlingtonian) – Why, oh why then, do they count more than the 98% whose transportation modes are otherwise? “Accommodation” of cyclists does not mean dedication of lanes on BOTH sides of this multi-use avenue! Share the road.

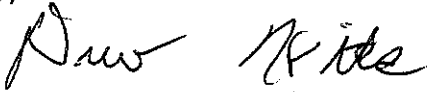
I implore you to use whatever leverage you have to try to condition the project moving forward on a temporary real-life simulation of the plan. If the plan works, Brilliant! If it doesn’t – it’s best we know now. I thank you for your consideration and good judgment.

Best regards,
Joan U. Smeltzer

Dear Sir or Madam:

I am writing to express my support for the proposed Mass. Ave redevelopment plan in East Arlington. I suspect you may have heard that the plan is "controversial", but I think a strong majority of Arlington residents supports it. Furthermore, amongst the younger, educated, and higher income demographic, I suspect the plan enjoys even greater support. This is a plan that will stand Massachusetts and the town of Arlington in better stead for the future--with improved support for multi-modal transportation, a safer Mass. Ave, and enhance the sort of walkable and liveable neighborhood that makes our community so desirable.

Sincerely,



Drew Hite

Varnum St. East Arlington

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

RECEIVED

MAR 11 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

~~I am against the Town of Arlington's Corridor Project design.~~

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name

Organization

Address

Joan L. Connors

Title

Joan L. Connors

78 Bate Rd, Arlington, MA

RECEIVED

57 Magnolia Street
Arlington, MA 02474
2 March, 2013

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management Section, Project File No. 604687

Mr. Broderick ---

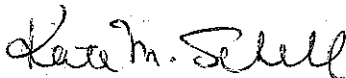
In reference to the plan for reduction of traffic flow on Massachusetts Avenue to three lanes, I am not a supporter. I drive up and down Massachusetts Avenue every day on my way to and from work. In the morning, Mass. Ave. is frequently so crowded that it is difficult to leave the neighborhood.

Last summer there was construction at the intersection of Massachusetts Avenue and Alewife Brook Parkway. The traffic backups that resulted from that work frequently went all the way to Porter Square, making for a miserable commute.

A couple of years ago flooding reduced the flow of traffic on Route 2 to one lane Eastbound. The overflow traffic on Mass. Ave went back to the center of Arlington. Reductions in street capacity will only make events of this type more stressful and unpleasant.

I actually support bike paths, but not bike paths created by painting a stripe down the center. That design puts cyclists at risk from people leaving parked cars, and from drivers attempting to pass on the right. If you're going to create a bike path, it should be parallel to, but isolated from the street, the way the paths in the Netherlands have been.

Best regards,



Kate M. Schell

March 3, 2013

RECEIVED

Douglas Greenfield
29 Albermarle Street
Arlington, MA 02476

MAR 11 2013

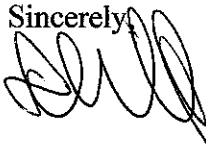
MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick,
P.E. Chief Engineer, MassDOT
10 Park Plaza Boston, MA 02116
Attention: Project Management Section,
Project File No. 604687

Dear Mr. Broderick,

I am an Arlington resident who would like to express my support for the Mass. Avenue redesign project. I regularly walk, drive and bicycle this stretch of road and the design plans that I have seen will improve all of those modes of transportation and especially make it safer to drive on that dangerous section of road. I hope your office will not be swayed by the arguments of a poorly informed but highly vocal minority. I hope we can keep this project moving forward.

Sincerely,



Douglas Greenfield

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I strongly support the Mass Ave project as proposed with 1 westbound and 2 eastbound traffic lanes, new bike lanes, expanded sidewalks + bump-outs for pedestrians, better located bus stops and enhanced street scene + landscape designs.

Thank you for supporting this project.
Ann LeRoyer

Name
Organization
Address

Ann LeRoyer

Title Town Meeting Member
Precinct 17

12 Peirce St.
Arlington, MA

and - Chair, Open Space Committee, Arlington

SAMUEL P. MILTON

15 WEST STREET • ARLINGTON, MASSACHUSETTS 02476
PHONE: 617-868-0889 • EMAIL: SAMUEL.MILTON@GMAIL.COM

March 6, 2013

Thomas F. Broderick, P.E., Acting Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attention: Project Management Section, Project File No. 604687

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

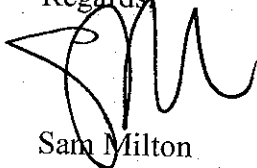
Thank you for the opportunity to provide my feedback on the Massachusetts Avenue reconstruction project in Arlington, Massachusetts (Project No. 604687). As a resident of Arlington, and one that spends a fair bit of time on its streets on foot, on a bike, and in a car, I strongly support the proposed design.

Currently, the state of Mass Ave in Arlington is deplorable. It is rife with potholes that make cycling and even driving problematic, and crossing it on foot is often a harrying experience. If studies leading up to the current design are accurate, it will create a safer environment for those living in and travelling through East Arlington without causing significant problems to traffic flow, emergency vehicle access, etc. Resurfacing Mass Ave, along with installing bump-outs, additional crosswalks, bike lanes, and new traffic signals should help improve the conditions for all people using it.

Furthermore, I believe that the improvements to the sidewalks and associated work, such as benches, plantings, new lighting, etc. will increase foot traffic to the community, ultimately helping the area's businesses prosper.

I strongly encourage you to continue making headway toward the successful reconstruction of Mass Ave in Arlington.

Regards,



Sam Milton

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

1. TRAFFIC - TRAFFIC - TRAFFIC - TRAFFIC - TRAFFIC
2. TRAFFIC CUTTING THROUGH MY NEIGHBORHOOD
3. Neighborhood children's SAFETY
4. NEVER BEEN HIT BY CAR HAVE LIVED HERE WHOLE LIFE

Name _____ Title _____
Organization _____
Address _____

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

March 1, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attn: Project Management

2013 MAR 11 A 2:45

Re: Reconstruction of Massachusetts Avenue, From Pond Lane to Cambridge City Line (Project File No. 604687)

Dear Mr. Broderick:

I attended the public hearing on this project on February 26, 2013 but chose not to speak given the overwhelming volume of speakers in attendance.


I would like to add my strong support for the proposed reconstruction project including a 3-lane cross-section, bicycle lanes, wider sidewalks, pedestrian crossing improvements, and streetscaping. While I would have preferred the earlier proposals for a narrower 2-lane cross-section with turn lanes, I think the current plan is a reasonable compromise.

I frequently bike or walk to businesses on Mass. Ave. Crossing or traveling along the street is currently an unpleasant and unsafe experience. Given the width of the street and speed of traffic, sometimes 35-40 mph, it is hard to cross safely. I am also a frequent rider of the #77 bus. I realize that it may take me a little longer to get home in the evening with the new design, but the tradeoff is well worth it for the improved safety and street environment.

I am also a homeowner in East Arlington. I very much value the neighborhood but will value it even more when the Mass Ave project is completed. Mass Ave will become a much more attractive destination and a place to spend time (and money) instead of just passing through.

Thank you for your support for the multi-modal design of the project, and I very much look forward to the project being completed.

Sincerely,



Chris Porter
28 Lakehill Ave.
Arlington, MA 02474
cdptrans@gmail.com

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

Chris Porter, 28 Lakehill Ave.

Frequently bike or walk to businesses on Mass Ave.

Also am a frequent user of the 77 bus.

~~It~~ It may take me ~~at~~ longer to get home on the bus with
half a minute

the 3-lane plan but to me it's well worth it for the
improvements in ~~the~~ pedestrian & bicycle ~~lane~~ ~~and~~ wider sidewalks,
& more pleasant urban environment. ~~safety~~

Right now Mass Ave is an unattractive speedway.

~~The future of this area is at~~

This project will make it into a business district that
people actually want to spend time in.

Fully support lane reduction & ~~the~~ streetscape & ped improvements

Name _____ Title _____
Organization _____
Address _____

25 Bates Road
Arlington, MA 02474
March 4, 2013

2013 MAR 11 A 8:42

Thomas F. Broderick, P.E.
Chief Engineer
MassDOT Highway Division
10 Park Plaza
Boston, Massachusetts 02116

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

RE: Arlington, Mass. Avenue Project No. 604687

Dear Mr. Broderick:

Unfortunately, you were not present at the February 26th public hearing in Arlington asked for by FHWA. Your representatives were obviously not happy to be there. They were uninformed and unprofessional.

Ms. Rose and one other MassDOT representative had a verbal agreement with me, Maria Romano. It was quite simple. I needed more than the allotted 3 minutes and after a discussion just prior to the start of the Hearing, your representatives said okay.

I explained that I was speaking for over 50 residents in the audience. We all wrote my statement. My suggestion was to give me an additional 3 minutes instead of many of those residents getting up independently and saying what I was stating for all of us. This would move your hearing along at a much faster pace. The gentleman said to Ms. Rose, Maria Romano makes sense and agreed. (Unfortunately I did not get his name--my foolish mistake.)

In my opinion, I left that discussion with an agreement between 2 MassDOT representatives and Maria Romano--an elected Town Meeting member, business owner, and resident for over 34 years. However, when I was at the microphone during the Hearing and reached the 3 minute mark, Ms. Rose told me my time limit had been reached. So much for our agreement.

The meeting was poorly run. There was no organization and the Town and FST used an out of focus overhead projector that Ms. Rose never attempted to have corrected. There was no appropriate required printed data to explain the out of focus screen data. No printed analysis.

Ms. Rose never asked FST at any time to answer any questions asked by any speaker. MassDOT also never attempted to answer any question. Why? Please answer me. Answer the businesses and residents of Arlington. Mr. Broderick, this is about families and businesses. These are people that I am concerned about.

Mr. Broderick--this public hearing was shameful and inexcusable. MassDOT, officials of Arlington and FST all work for the good people of Arlington. You need to keep this fact crystal clear. I am keeping it crystal clear.

4 years ago the majority of businesses along this corridor signed a letter opposing the Town's plan. Don't construe this as one letter. It was 81 expressed opinions.

4 years ago over 3027 residents signed a petition opposing the plan. Don't count that as one individual.

This year, 3100 registered voters got a non-binding question on our Town election in April and submitted a copy of the petition to MassDOT. Don't count that as one individual.

Please, with all respect, I am not going away and neither are the concerned citizens of Arlington. Are you going to be here for us and the right plan, or just for the officials of Arlington and special interest groups?

Lastly--enclosed is the complete transcript that the over 50 residents and I wrote to be presented by me at the Hearing. It is to become part of your public record. And remember, along with all the personal letters sent in to MassDOT--this statement counts for over 50 people opposed to this flawed plan.

Sincerely,

A handwritten signature in cursive script that reads "Maria Romano". The signature is written in dark ink and is positioned below the word "Sincerely,".

Maria Romano

Maria Romano -- Resident....Business Owner....
Town Meeting member

AN INCONVENIENT TRUTH

Good evening--

We are relieved that the Federal Highway Administration requested this Public Hearing.

The majority of Arlington residents want you to listen carefully.

Fix Mass. Ave. -- Don't ruin it.

Keep 4 lanes, and Bikes Share The Road.

This plan was the best kept secret in Town from 2002 - 2008.

A chosen set of people put two 5-foot bike lanes into the Town's Plan for Mass. Ave. -- Even when the Businesses and Residents said NO.

I want to address a fact. Abutters and Business Owners on that one mile of Mass. Ave. should have been informed of Plans in 2002, and on a continuous basis through a letter to each of them.

That did not happen.

It appears that the Town, FST, and the lobby group Alta out of Portland, Oregon, did not want full disclosure, full participation from the majority 98% of the people most negatively affected.

There was a meeting at the Fox Library in April 2009. Residents were invited at the suggestion of Business Owners, not because the Town thought of it. No public outreach by the Town.

The turn out was unprecedented. People upset were filling the room. A selectwoman at the time (2009) said to a resident--Laura Nastasi--who has lived in Arlington for over 63 years and who is an attorney, "Don't waste your time. This is a done deal."

This statement caused a fire storm of action. The Town knew by the end of that night that they had a problem.

We are not the problem. We are not holding this project hostage.

The Flawed Plan was the problem 4 years ago. And, the Flawed Plan is still the problem today.

We, the Residents and Businesses, for 4 years have worked hard to get the Right Plan for our Corridor. Make it safe for pedestrians.

This has never been about US versus BIKES.

- It is about SAFE and NOT SAFE.
 - It is about FIXING Mass. Ave., not RUINING IT.
 - It is about TOTAL DISCLOSURE, not the half-truths, better known as a lie.
 - It is about TRANSPARENCY, not under the radar deals.
-

We want the money. Please, FST, MassDOT and the Town:
Don't lose the money because your plan is flawed.

I helped form the EACCC 4 years ago, not to irritate anyone, but to SLOW IT DOWN and GET THIS PROJECT RIGHT.

We have come full circle and your plan, your analysis, and your outreach still leaves so many questions--either falsely answered or not addressed at all.

Are you going to fix your plan? Are you going to make it pedestrian-friendly and right for all users?

We have before us the Federal Highway Administration listening carefully tonight.

There is a Build or No Build scenario. This is your doing. Do it right. Get the money, finally, so Mass. Ave. can be brought up to the 21st Century. Fix it. Don't ruin it.

I personally don't want to hear a myth:

- Bike lanes or lose the money.
- Must do it now or lose the money.

Stop with the misinformation!

Do you know how much more it will cost to fix Mass. Ave. today? 18 to 22% more--close to $\frac{3}{4}$ of a million dollars. What a shame 4 years were wasted by not listening to the citizens or looking closely at EACCC's alternate plan submitted 4 years ago. The Town today still has a flawed and incomplete plan. Our Residents

Corridor Plan is safe for pedestrians and meets all Federal guidelines.

Our set of volunteers have given hundreds of hours, researching and analyzing your data, including submitting Freedom of Information requests to get information that was hidden from public view.

One of our selectmen said it best: Volunteerism is wonderful. The Town gets its experts without paying for their skills. He was speaking about Town's Committees. Why is it different when the Residents and Business volunteers, including the East Arlington Concerned Citizens Committee, analyze and research data? Show loss of Level of Service? You don't listen to it--Give it credence--Give it respect.

The Federal Highway Administration gave our work credence and respect.

The money spent by the Town for incomplete research and flawed analysis -- is a problem.

The people in this room deserve the best for their money. As stewards of our Town, why weren't you watching the methods, the analysis, the outreach or lack of outreach? Why? Can someone answer this question?

Please don't say this phrase: "This project has received the most outreach of any other project." The records, documents, and lack of agendas and minutes speak to the truth. Where are the minutes and agendas? Produce them to Federal Highway.

The result of the Build scenario is poor, incomplete, and biased.

This plan (your ideas along with lobbyists) was set in stone in 2002. But then concerned people came along.

4 years passed and all the Residents and Businesses concerned about Mass. Ave. are still here, strong and fighting for what is right.

Remember the Fox Library and a selectman stating to a resident: "Don't waste your time. This is a done deal."

We don't deserve deals. We deserve the best plan for the majority of users. I think perhaps that official wishes she never uttered those words to a resident.

Analysis and research I leave to our other volunteers--trained people.

I do outreach regularly to Businesses and Residents.

I would make a small bet tonight that I know better than many of you the 85 Businesses and thousands of residents opposed to removing travel lanes for two 5-foot wide bike lanes.

I have listened to their concerns and fears. You know they have great ideas. The view outside the window of Businesses makes each and every owner an expert on the do's and don't to fix Mass. Ave.

FACT: The outreach was nil to nothing for 6 years and then Businesses and Residents found out, and all the opponents of this ill-conceived plan of yours came forefront.

Dr. Berger touched on documents, truth, lies, collusion.

Why is it that public records requests which are submitted correctly by law are delayed, ignored, and incomplete if answered?

Why is it that the information in this Federal Highway Review Form dated August 20, 2012 was kept away from the public and me, a member of the Town's Mass. Ave. Review Committee?

This Review Form from FHWA in a great part leads us to this Public Hearing tonight.

Is this Open and Transparent to any of you? Federal Highway Administration wants answers, and so do we.

As I said earlier, no Done Deals, not Myths or Distortions (call it what you want).

Give us a Plan that will serve the majority of users. Make it safe for pedestrians.

Thank you for listening. **Get It Right!**



U.S. Department
of Transportation
Federal Highway
Administration

MASSACHUSETTS DIVISION PROJECT DESIGN REVIEW FORM

From: Tomasz Janikula, Area Engineer, District 4, FHWA Massachusetts Division		
To: Tom Broderick, PE - Chief Engineer, MassDOT (Highway Division)		
State Project Number: 604687	Project Location: District 4 - Arlington	Federal Aid Project Number: PENDING
Project Description: The project includes safety improvements, enhancements and improvement to the movement of all modes of transportation in the corridor of Massachusetts Avenue in the Town of Arlington.		
MassDOT Project Manager: Kimberley Sloan	Scheduled Advertise Date: FY 2013	Project Phase: <input type="checkbox"/> Environment <input type="checkbox"/> 25% <input checked="" type="checkbox"/> 75% <input type="checkbox"/> 100% <input type="checkbox"/> Final PS&E <input type="checkbox"/> other:
Reviewed by: Tomasz Janikula	Date of Review: August 20, 2012	

Resolution of Previous Comments:

Majority of the previous comments have been adequately resolved with the revisions to the 25% Design and with direct responses.

Outstanding Items to be Resolved:

1. We did not receive a complete response to prior comment # 1. Analyze and confirm that the vehicles turning onto Grafton Street and vehicles backing out of parking stalls on Grafton street have adequate sight lines (not blocked by landscaping or buildings) to safely operate.

Review Comments:

• General Comments

2. There appears to be a high level of interest in the project including some opposition to the currently proposed assignment of cross sectional space between the different modes of travel. As noted in the 2010 Highway Capacity Manual, Chapter 16, Urban Street Facilities, page 16-1:

"Design or operational decisions that are intended to improve the service provided to one mode can sometimes have an adverse impact on the service provided to another mode. The challenge for the analyst is to design and operate the urban system in such a way that all relevant modes are reasonably accommodated."

We recommend conducting further analysis resulting in quantification of the benefits and impacts of implementing a cross section with one vehicular and one bicycle thru lane in the Westbound direction and two vehicular and one bicycle lane in the Eastbound direction of the Massachusetts Avenue. One alternative option that could be evaluated could include providing two vehicular travel lanes with shared outside bicycle lane in both directions thru the limits of the project.

The quantified results of the analysis can be used to assess the level of performance that each travel mode (automobile, bicycle, pedestrian, transit) in the corridor will achieve, for the feasible cross sectional options. Also, the result of this analysis can be used to further justify the selection of the most reasonable design.

3. A notable design change has been made between the 25% Design and the 75% Design of the project. The change includes providing two vehicular travel lanes and one bicycle

lane in the eastbound direction of for the entire length of Massachusetts Avenue within the project limits. In light of this change, the significant public interest in this project, and the additional quantified multi modal operational performance analysis that will be performed on the project, we recommend holding an additional formal public meeting to inform the public of the direction of the project and seek further public input into the design.

4. In the last public hearing held on the project in on April 12, 2011, MassDOT has communicated its plan to review all of the comments received at the hearing and where feasible, incorporate them into the project. Please document how MassDOT has fulfilled this review. Provide any meeting minutes taken at the public hearing and any written comments received. Also, provide information on which specific comments were feasible and how the comments were incorporated into the design.

Conclusion:

This project is approved for further development subject to the satisfactory resolution of the above noted comments.

cc: Marie Rose, PE - Director of Project Management, MassDOT (Highway Division)
Kimberley Sloan - Project Manager, MassDOT (Highway Division)
Patricia Leavenworth, P.E. - District 4 Highway Director, MassDOT (Highway Division)

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

My first concern is the safety of children in all the various aspects of teaching current and future teachers as well as directly working with children. I want to state that I hope Arlington approves this federal aid project to help ensure the safety of children and adults. Daily physical activity is key to everyone's health and especially significant in the developing child physically, mentally, and emotionally. Society needs to promote children's physical involvement in fun safe ways especially due to the rise in childhood obesity.

Thank you for all the terrific work already in making Arlington have safe bike paths and lanes on the roads. Sandra K. Rega

Name: Sandra K. Regan Title: Professor - ECE
Organization: Middlesex Community College 2C Markham Circle
Address: 33 Kearney Square Ayer, MA 01432
Lowell, MA 01852

March 4, 2013

Thomas F. Broderick, P.E.
Chief Engineer, MassDOT
10 Park Plaza

Boston, MA 02116

Attention: Project Management Section, Project File No. 604687

2013 MAR 11 A 8:40

RECEIVED

MAR 11 2013

MassDOT
PROJECT MANAGEMENT

Mr. Broderick,

We the undersigned support the current 3-lane Mass Ave Corridor plan for East Arlington and want to see it move to 100%. We are very concerned about a letter sent to you from Gregory Cohen of the American Highway Users Alliance on September 12, 2012. It was based solely on information from opponents to the plan. The information was at best distorted, at worst simply incorrect. It is unacceptable for a DC based lobbying group to attempt to influence what we do with a one-mile strip of road in a small Massachusetts town. You may not be aware that this group has had a consistently anti-environment position. For instance it fought the Kyoto Protocol, lobbied against increased vehicle mileage standards and fought to kill Congressman Markey's 2009 Climate Bill, the American Clean Energy and Security Act which passed the House but died in the Senate.

If we are to deal with climate disruption we need to encourage use of mass transit, foster walking and biking, promote shopping local, plant more trees and take other actions included in the current plan for Arlington which will decrease reliance on cars and ultimately curtail polluting automobile traffic while reducing carbon dioxide emissions. Massachusetts has an excellent environmental record, frequently setting an example for the entire nation. Many of us in Arlington would like to enhance that record with our plan for our street.

Thank you.



Gail McCormick

#204

30 Hamilton Rd

Arlington, MA 02474



David Landskov

32 Teresa Circle

Arlington, MA 02474

Andrew Bengtson
15 Allen St #1
Arlington, MA

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attention: Project Management Section, Project File No. 604687

March 12, 2013

re: Mass Ave in Arlington - take the long view

REMARKS DELIVERED AT THE 2/16 PUBLIC HEARING

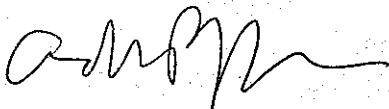
My second grade daughter talks about moving out of the house when she's older, but wants to stay on the same street. In fact she wants to move closer to Officer Hogan's house, a block away. Officer Hogan's sidekick is Dasty, our police dog. She says she would feel more secure knowing that Dasty would be even closer.

In the same way, I feel a dedicated bike lane is a safer bicycle accommodation. Cars stay to the left of a continuous line. I don't get that same sense when I ride on sharrowed roads. The sharrows often are painted too far apart and seem to break down (become less recognizable) quickly. A continuous line, even when left un-maintained, is still recognizable as a line for motorists. I'm a year-round rider and with few exceptions do cars cross that line when they're moving.

In 15 years, in 2028, my daughter will be an adult and I hope a cyclist. I'd like to think that this project will be implemented and provide a safer option for cyclists. I urge you all to take the long view, think of all of Arlington's children and grandchildren, and stay on course to build the project as designed.

I support the three-lane design and will vote no on the ballot question this April.

Thank you,



Andrew P. Bengtson

cc: Pamela Stevenson, Administrator, Federal Highway Administration
Tomasz Janikula, Project Manager, Federal Highway Administration
Laura Wiener, Town of Arlington

Jeanie M. Tietjen
15 Allen St #1
Arlington, MA

EU 9 11 11 AM ELOS

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attention: Project Management Section, Project File No. 604687

March 12, 2013

Mr. Broderick,
I'm excited about and support the Mass Ave project. The new design is really going to add to the mix of all that Arlington has to offer; parks and places to play, shops and restaurants, and it will emphasize person-to-person connection. Hurray!

Sincerely,

A handwritten signature in black ink, consisting of a large loop followed by a series of smaller, connected loops and a long horizontal stroke extending to the right.

Jeanie M. Tietjen

cc: Pamela Stevenson, Administrator, Federal Highway Administration
Tomasz Janikula, Project Manager, Federal Highway Administration
Laura Wiener, Town of Arlington



Massachusetts
Bicycle Coalition

171 Milk Street, Suite 33
Boston, MA 02109

617-542-BIKE (2453)
617-542-6755 fax

MassBike.org

March 12, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
Attention: Project Management Section, Project File No. 604687
10 Park Plaza
Boston, MA 02116-3973

Dear Chief Engineer Broderick:

I am writing on behalf of the Massachusetts Bicycle Coalition (MassBike), and as an Arlington resident, to express strong support for the above-referenced project to reconstruct Massachusetts Avenue in East Arlington.

The Right Balance: This project is fundamentally about striking the right balance between the needs and safety of all the people using Massachusetts Avenue. People drive, bicycle, walk, take the bus, and use wheelchairs on Massachusetts Avenue. Some people simply pass through, others patronize the many businesses lining Massachusetts Avenue. Whether one is a driver, bicyclist, pedestrian, transit user, or disabled person, one deserves safe and convenient access to Massachusetts Avenue, Arlington's main street.

The Town of Arlington understands this, and has taken a very balanced approach to this project from the start, with the consistent support of the Board of Selectmen and Town Meeting. MassDOT's policies embody a balanced approach, from the MassDOT Project Development and Design Guide, to the Healthy Transportation Compact, to the GreenDOT Policy, to the Mode Shift Goals announced last Fall. USDOT policy since 2010 considers walking and bicycling as equals with other transportation modes, and requires safe and convenient walking and bicycling facilities in all federally-funded projects. Finally, the majority of the citizens of Arlington who have spoken up at public meetings understand and support the need for rebalancing Massachusetts Avenue to better serve all users.

Excellent Public Engagement: MassDOT and the Town of Arlington have done an excellent job providing opportunities for public participation and input throughout this project. I have personally been to several very well attended public information meetings and hearings at which there was ample opportunity for public comment. Differing points of view were well represented at every meeting.

The project team has clearly listened to public input, resulting in a design that is significantly different from the original proposal, particularly in the addition of a second travel lane in the eastbound direction for the entire length of the project. This was a major concession to those concerned about the possible traffic impacts of the project, despite the fact that the traffic data indicated that a single lane would handle projected traffic increases out to 2028 (increases which may well not occur given emerging data reflecting changing transportation choices).

Better Bicycling for Massachusetts

Thomas F. Broderick, P.E., Chief Engineer
Attention: Project Management Section, Project File No. 604687
March 12, 2013

Bike Lanes Are The Right Choice: While traffic counts have noted significant numbers of people bicycling on Massachusetts Avenue, it is by no means a bicycle-friendly street at present. Bicyclists must share space with fast moving cars, MBTA buses, and trucks. I ride my bicycle on this stretch of Massachusetts Avenue almost daily, and can personally attest that it is not for the faint-of-heart. I am a very experienced bicycle commuter, and I find Massachusetts Avenue an uncomfortable place to ride. With no dedicated space for bicyclists, I am routinely passed too close by drivers who refuse to give bicyclists enough space. Despite this, I need to ride my bicycle on Massachusetts Avenue: it is the most direct route for my commute and I want to patronize my neighborhood businesses. In other words, bicyclists need safe and convenient access to Massachusetts Avenue for the exact same reasons as motorists. But many other bicyclists simply feel too unsafe to ride on Massachusetts Avenue, including kids, families, elders, and others less confident in traffic. The proximity of the Minuteman Bikeway is not a sufficient alternative for bicyclists any more than the proximity of Route 2 is for drivers.

The project design includes dedicated bicycle lanes on both sides of the roadway for the length of the project. We strongly support this design. While there are other possible ways to accommodate bicyclists on Massachusetts Avenue, bike lanes provide a reasonable balance of safety and convenience within the space available in this project. Studies show that bike lanes increase both ridership and safety by providing dedicated space that attracts more bicyclists, putting motorists on notice that bicyclists are present, and slowing motor vehicles to safer speed by narrowing the travel lane. By attracting more bicyclists, bike lanes help create the documented "safety in numbers" effect – simply put, the more bicyclists there are on a road, the safer it is for everyone.

Physically separated lanes (cycle tracks) might provide even greater safety for bicyclists by providing more separation and physical barriers between moving cars and bicycles, but would have required even more space than bike lanes. On the other end of the spectrum, shared travel lanes have proven ineffective at attracting bicyclists uncomfortable in traffic, and would not yield any of the safety benefits noted above. In the context of this project, bike lanes are the most reasonable alternative to meet the project goals for increasing bicyclist safety and access.

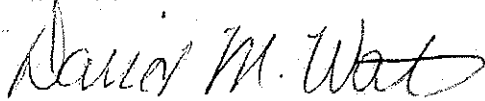
This project will result in more people bicycling and walking on Massachusetts Avenue, the hallmarks of a livable community. It will transform East Arlington into both a gateway and destination, creating a more vibrant neighborhood and bringing economic benefits to residents and businesses. When I see my wife confidently riding her bicycle from our home to her favorite shops in East Arlington, I will know we have succeeded.

For all of the reasons stated above, MassBike (and I personally as an Arlington resident) strongly supports this project as currently designed, and urges MassDOT to allow it to move forward to construction as quickly as possible.

Thank you for the opportunity to provide these comments, in writing and at the public hearing. Please let me know if you need additional information.

Thomas F. Broderick, P.E., Chief Engineer
Attention: Project Management Section, Project File No. 604687
March 12, 2013

Very truly yours,

A handwritten signature in dark ink, appearing to read "David M. Watson". The signature is fluid and cursive, with the first name "David" and last name "Watson" clearly distinguishable.

David Watson
Executive Director

Cc:

Pamela Stevenson, Administrator
Tomasz Janikula, Project Manager
Federal Highway Administration
55 Broadway, 10th Floor
Cambridge, MA 02142

Laura Wiener, Senior Planner
Town of Arlington

Sloan, Kimberley (DOT)

From: ADAM GERBERICK [agerberick@me.com]
Sent: Monday, March 11, 2013 9:55 PM
To: Sloan, Kimberley (DOT)
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear Ms Sloan,

I was unable to attend the recent public hearing on the proposed East Arlington Mass Ave reconstruction project, but I wanted to write to express my strong support for the proposal.

I am a driver, a cyclist, and a pedestrian user of Mass Ave, a resident of Grafton Street, and my house is just two blocks from Mass Ave. Since moving to this house 15 years ago, my wife and I have consistently been concerned, even shocked, by a) the fact that Mass Ave's four lanes are unmarked, making car travel somewhat unpredictable; b) the lack of bike lanes, despite the large number of cyclists that use this route; and c) the long and clearly dangerous pedestrian crossings. Since moving to Grafton Street, we have started a family, and the thought of my kids having to navigate the crossings on Mass Ave makes me vastly more concerned.

I am looking forward to improvements in the road! My understanding of the project is that bike lanes will be added; pedestrian crossings made safer; and car travel lanes clearly marked. The fact that there will be three, and not four, car travel lanes to enable these improvements seems a sound and reasonable compromise.

There have been several years of planning put into this. At this point, I urge MassDOT to push this project forward quickly now!

Sincerely,

Adam Gerberick
Grafton Street
Arlington, MA

Sloan, Kimberley (DOT)

From: Mahler, Steve [MAHLER@ellenzweig.com]
Sent: Tuesday, March 12, 2013 12:35 PM
To: Sloan, Kimberley (DOT)
Subject: "75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA"

Dear Kimberley,

I am an Arlington home-owner, residing at 81 Bow Street in Arlington Heights, and a Harvard Square business owner (Ellenzweig Architects). I am also a multi-modal user of Massachusetts Avenue from Cambridge all the way through Lexington: automobile, bus, and bicycle.

I am fully in support of the reconstruction of Massachusetts Avenue, for a variety of reasons:

1. **Supporting non-automobile transportation.** I have parking space at my office in Cambridge, but I still prefer to use a bicycle for commuting, to lessen vehicular road traffic, for my fitness, and to reduce my carbon footprint. The new plan will support bicycle commuters with dedicated bike lanes, bus transportation with better-designed stops, and pedestrians with better sidewalks and crosswalks, which represents progressive transportation policy.
2. **Safety.** Last year my bicycle was hit on two occasions by automobiles on Mass. Ave. in East Arlington. In the first incident I was struck by an opening parked car door near Lake, and on another by a quickly-turning car at Orvis. The second collision was very dangerous and I was lucky not to be hospitalized. Both of these incidents would have been far less likely if a dedicated bike lane was available.

The presence of properly designed and shorter crosswalks would also reduce hazards for pedestrians on Mass. Ave, and could even have prevented some of the historical and tragic pedestrian deaths in East Arlington.

3. **Supporting the East Arlington Economy.** I currently avoid Mass. Ave. in East Arlington (and will do so until the street is reconstructed), because it is just too dangerous. I believe that many others feel and behave like I do, which is unfortunate for business owners in East Arlington (and a far greater economic drain on local business than the prospect of the proposed Mass. Ave. west-bound lane reduction). I feel that business owners in East Arlington who oppose the reconstruction are misguided in their opposition, because they do not understand that city transportation preferences are changing, and do not see how many consumer dollars are being diverted from the Mass. Ave. corridor by conditions that are unsafe and unsuitable for multi-modal transportation.

Thank you for considering my views, and please, please, continue full steam forward with the reconstruction as planned!

Best regards,

Steve

Steve Mahler, AIA, LEED AP
Principal



ELLENZWEIG
ARCHITECTURE | PLANNING

1280 Massachusetts Avenue

Cambridge, MA 02138

Office 617.491.5575

Direct 617.575.7660

Fax 617.868.2318

mahler@ellenzweig.com

www.ellenzweig.com

Sloan, Kimberley (DOT)

From: Maggie S. [tontowasgreen@gmail.com]
Sent: Tuesday, March 12, 2013 1:34 PM
To: Sloan, Kimberley (DOT)
Subject: Copy of my letter re: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

9 Lancaster Road
Arlington, MA 02476

March 12, 2013

Thomas F. Broderick, P.E. Chief Engineer
Mass DOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attention: Project Management Section, Project File No. 604687

Dear Mr. Broderick:

I was unable to attend the 75 % Design Public Hearing on February 26th regarding Massachusetts Avenue Reconstruction in Arlington, MA. But I did want to register my enthusiastic support for the proposed three-lane design with bike lanes, pedestrian safety improvements, and other enhancements for the neighborhood.

I live in Arlington Heights, and I work in Cambridge, MA. One of the reasons I bought my house was its proximity to the Minuteman Bike Path. I commute by bike in the warmer weather, otherwise I take the MBTA buses. When I bike I travel via a combination of Mass Ave and the bike path. I stop for coffee, or run errands in Arlington Center. I go to movies at the Capitol Theater, and eat dinner at one of the great restaurants. I also own a vehicle and have to drive down Massachusetts Avenue to East Arlington and beyond on occasion. It is confusing driving on Mass Ave in Arlington, because the lanes are undefined. And it is dangerous, because many drivers treat the Avenue like it is their living room, except in a car. They park in front of one store, go in and do business. Then they come out, get back in their car, bang a U-turn in the middle of road, and park right across the street to run another errand. It's nuts.

I hope you go forward with the project, it will make Arlington a better place.

Thank you for your attention.

Maggie Stanley

Sloan, Kimberley (DOT)

From: Julia Malik [juliamalik@gmail.com]
Sent: Tuesday, March 12, 2013 3:56 PM
To: Sloan, Kimberley (DOT)
Subject: 75% Design Public Hearing, Project Number 604687, Reconstruction of Massachusetts Avenue, Arlington, MA

Dear Ms. Sloan,

I am writing to re-iterate my support for this project. As a resident of Marathon St. I find this plan does a a good job of balancing the needs of local residents, commuters, cyclists, pedestrians, and public buses. The delays in getting to construction have been frustrating and I am looking forward to this project finally getting underway and providing us with a much improved business district, safer access between the neighbors and businesses north and south of Massachusetts Avenue, and a standardized traffic pattern along this stretch of road.

Sincerely,

---julia malik

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I was surprised that the bus stop in front of the
Capitol Theater is not being moved to the other side of
the intersection, where it would be easier for the bus
to pull in & not interfere with right-turning cars.
It's already bad there, but adding in the bike lane
& having the bus stop double as a right-turn lane makes
it worse, I think.

Note: I get around Arlington by foot, bus, bike, & car.

Name JULIE SUSSMAN Title SI
Organization _____
Address 147 GLOUCESTER ST.
ARLINGTON, MA 02476
303-775-1511

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Ivars Avots

73 Columbia Road, Arlington, MA 02474

781 646-2957

iavots@verizon.net

8 March 2013

Thomas F. Broderick, P.E.,

Chief Engineer, MassDOT,

10 Park Plaza, Boston, MA 02116,

Attention: Project Management Section, Project File No. 604687.

Dear Sir:

My qualifications:

1. Section Leader for *State of the Art in Traffic Safety* by Arthur D. Little Inc.
2. Contributor to *Cost Effectiveness in Traffic Safety* for USDOT
3. Co-author of *Highway Safety Program for the Commonwealth of Massachusetts*
4. Have been hit while bicycling in Cambridge

Statement:

As a driver and a bicyclist on the Mass Avenue section proposed for changes, I am very concerned about the safety of bicycle riders as proposed. European cities recognized decades ago that bicycle paths need to be separated from car traffic. If you have been to Berlin, you have seen the bike path included in the pedestrian path, as on Vassar Street in Cambridge. In other cities, the bike path is separated from traffic by parked cars.

Putting the bike path between the traffic and parked cars is a dangerous practice that can be easily resolved with little additional cost by locating it between the parked cars and the pedestrian path.


Ivars Avots

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Angela Alton Address: 91 Harlow St.
Arlington, MA 02474

Signature:  Date: 3/5/13

Additional comments:

I attended many of the design sessions as well as
public hearings for this project. I am a Town Meeting member
and have spoken to constituents, the majority of whom are also
in favor of this project.
11:15

RECEIVED

MAR 13 2013

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Brettinger Title Mr.
Organization Taxpayers
Address 11 Palmer St
Arlington Ma, 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE

Project File No. 604687

RECEIVED

MAR 13 2013

MassDOT
PROJECT MANAGEMENT

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

As a Business Owner in Arlington, I am not convinced that the Town plan for the Mass. Ave. Corridor Project will help my business. The planners including the Town of Arlington, FST and MassDOT have for the first 6 years ignored the wishes of businesses. Actually, the fact is that they had no idea what our wishes were for our businesses because the outreach was nil to nothing.

I am very concerned that people will avoid using this one mile of road and cut through the side streets to get from point A to point B. My business will suffer with the long construction and the finished product causing major congestion in front of the stores.

It is time that you listen to the businesses and residents in our Town. Fix Mass. Ave -- don't ruin it. Thank you.

Name

Organization

Address

Title

Meinert

22 MASS AVE

President

RECEIVED

MAR 13 2013

MassDOT
PROJECT MANAGEMENT

Mark Kaepplein
11 Palmer Street
Arlington, MA 02474
March 9, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973
Attn: Project Management, File 604687

CC: Pamela Stephenson

Broderick:

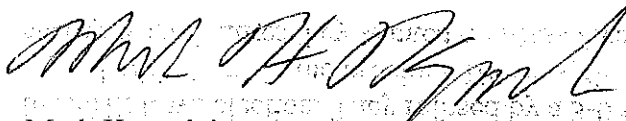
I am writing in response to the public hearing on the Mass Ave Project held February 26, 2013 in Arlington Massachusetts. I am vehemently opposed to the proposed remove of a westbound travel lane to make bike lanes so close to the safer Minuteman Bike Path.

For ten or more years the Town of Arlington officials have **refused** to serve its residents by offering a four lane design option, instead lying to them, claiming the four traffic lanes in daily use for decades do not fit. Any loss of funding is their fault. Moreover, I asked Selectmen on February 27, 2012 to put a 4 lane, non-binding ballot question to voters for the 2012 town election. They refused by a 3-0 vote and claimed absent board members agreed with them. In the previous 10 years, they had not asked voters using the annual survey what features they wanted on Mass Ave, another leadership failure.

Approximately half of the \$6 Million funding comes from the traffic Congestion Mitigation and Air Quality federal transportation program. The proposed plan increases traffic congestion and worsens air pollution! Besides the lane loss worsening congestion and service for public transportation and private transportation, opportunities to slightly widen and lengthen congested Lake Street where it meets Mass Ave were forfeited needlessly without any public discussion. Taxpayers deserve better of their money.

It is my sincere hope that all current and future MassDOT projects follow legal standards and wisdom of involving the public extensively, early, and often. Encourage cities and towns to survey residents electronically, on paper, and on ballot questions, asking them what they want. Please respond to and present a four lane plan to Arlington residents.

Sincerely,



Mark Kaepplein

March 6, 2013

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973

Attn: Project Management, File: 604687

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Sir:

I am writing in response to the Public Hearing held in Arlington on February 26, 2012 on the Mass Ave Project. I oppose the 3-lane plan, losing a travel lane and mobility, for very little justification. I want to see a 4 lane plan that actually improves the main road our town relies on. I am not in favor of compromising traffic flow for two 5 foot wide bike lanes to accommodate the 2% of users who ride bikes perhaps ten months of the year at most, especially given there is a bike trail two blocks away. The FHA report addressed to you and dated January 23, 2103 states "the alternative option that could be evaluated could include providing two vehicular travel lanes with shared outside bicycle lane in both directions through the limits of the project". This option would better serve pedestrians, mass transit users and motorists.

My main issues are the faulted traffic analysis and lack of increased pedestrian safety. The numbers derived by Fay, Spofford & Thorndike are flawed, perhaps purposefully so. A significant reduction in level of service/traffic flow will result should this project move forward. The analysis does not adequately address mass transit traffic nor the fact that more motorist will cut through to Lake St especially on Varnum St, Milton St and Egerton Rd. In addition, pedestrian safety will be compromised on Mass Ave. On the side streets, the safety of children walking to the Hardy School will be compromised should this plan move forward.

Mass Ave is a major public transit corridor accommodating the 77, 79 and 350 buses. According to a 2010 study by the MBTA, the 77 bus, which travels between Harvard Square and Arlington Heights, is among the top ten bus routes in terms of ridership. When you combine the three routes, ridership is among the top five of all MBTA bus routes. The 77 bus runs every 5-12 minutes throughout the day, more frequently than over 95% of other MBTA bus routes. While the 79 and 350 run less often, they each run an average of 3 times per hour. Combined there are buses every 3-5 minutes on average on Mass Ave. These buses have stops every couple of blocks along Mass Ave and often run close, if not directly, behind one another. Buses often do not pull out of the travel lane into the bus stop. Currently cars have difficulty getting by a bus that has not pulled over, with just one travel lane it will be impossible to get by. Add to this the problem of two or three buses lined up waiting to pick up or drop off mass transit users. With one lane, traffic would be brought to a standstill. Neither these typical backups, which happens dozens of times each day, nor the volume of bus traffic were adequately nor accurately considered in the traffic analysis.

The traffic issues that will develop have already been witnessed during snow storms which reduce the width of the street to one lane. Traffic slows to a crawl and gets severely backed up on Mass Ave. You can also travel to Arlington Heights which has fewer bus stops and less traffic volume and see traffic backups where the road is reduced to one lane, even when there are dedicated turning lanes. Simply, one lane does not work when you combine a major road with high traffic and mass transit volume.

The Town's main concern is receiving public funding for the project so that it can repave the road. There is not much concern among town officials about how it actually WON'T work once such a major investment is put into a deeply flawed plan. There are many improvements that can be made to the road which will increase pedestrian safety, traffic flow and bicycle safety without the need to reduce the

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Bonnie Lang Title _____
Organization Resident
Address 42 Bates Rd.
Arlington, MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Margaret E. O'Gady Title _____
Organization Resident
Address 42 Bates Rd
Arlington MA 02474

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

RECEIVED

MAR 13 2013

MassDOT
PROJECT MANAGEMENT

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Robin Cooley Title _____
Organization _____
Address 76 Oxford St.
Arlington MA 02474

RECEIVED

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MAR 13 2013

MassDOT
PROJECT MANAGEMENT

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. **Please type or print legibly.**

I am against the Town of Arlington's Corridor Project design.

~~I am not in favor of putting two 5-foot wide bike lanes on this major roadway.~~

~~I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.~~

~~I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.~~

~~I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.~~

~~I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.~~

~~I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.~~

Name Katy Glazebrook Title Resident
Organization _____
Address 11 Palmer St.

Arlington, MA 02474

March 8, 2013

12 Henderson Street
Arlington, MA 02474

RECEIVED

MAR 13 2013

MassDOT
PROJECT MANAGEMENT

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

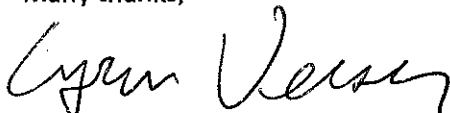
Dear Mr. Broderick:

Many thanks to you and the DOT for your patience with the citizens of Arlington. The Mass. Ave. Corridor Project is an important one, and as a parent of a 9th grader in public school and a 14-year resident of East Arlington, I want to urge you to support it for a simple reason: the majority of Arlington residents DO support the project, despite the vociferous obstructionism of a relatively small minority in town.

The attendance at the many DOT-sponsored meetings and hearings and, more importantly, the results of the last town elections, in which the vocal opponents of the project lost handily, clearly show this fact. Unfortunately the opponents of the plan have not learned the lessons of history embodied in the movie Lincoln—in a democracy the majority must rule. It's that simple. To propose significant revisions to the project, and thus delay it further, would thwart the will of most town residents.

I urge you again to move forward with the project and to feel confident that as you do so you are sustaining government of the people, by the people, and for the people of Arlington.

Many thanks,


Cyrus Veaser

Resource Insight

FIVE WATER STREET • ARLINGTON, MA 02476 • (781) 646-1505 • resourceinsight.com

fax 646-1506

March 11, 2013

RECEIVED

Thomas F. Broderick, P.E.
Chief Engineer
Attention: Project Management Section,
Project File No. 604687
Mass DOT
10 Park Plaza,
Boston, MA 02116

MAR 13 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick:

As the owner of a small business located in Arlington Center, I write to support the efforts of the Town of Arlington to rebuild and redesign Mass. Ave., as well as similar projects that improve public roadways for all users.

Although Resource Insight is not within the project area, I and my employees commute to Arlington Center by a combination of car, MBTA bus, bicycle, and on foot, on or along Arlington streets.

One of my employees was struck by a car and seriously injured in Arlington while riding his bicycle home from work last December. He was hospitalized for several weeks and considers himself lucky to have survived.

Another employee reports that traffic on Mass. Ave. often does not yield to pedestrians in crosswalks. She has witnessed several close calls, including one in which a pedestrian crossing the street fell and was nearly run over.

A third lives in East Arlington near the Cambridge line and commutes to work along Mass. Ave. on foot, by bus, and, often, on his bicycle.

Roads are of course networks and improvements to even part of a streets such as Mas. Ave. benefits residents of abutting towns as well. As a Lexington resident, I very much support using tax dollars to make the proposed improvements.

Sincerely,



Paul Chernick

President

RECEIVED

March 11, 2013

MAR 13 2013

Thomas F. Broderick, P.E., Chief Engineer MassDOT
10 Park Plaza
Boston, MA 02116; Attention: Project Management Section, Project File No. 604687

MassDOT
PROJECT MANAGEMENT

Pamela Stevenson, Administrator
Federal Highway Administration
55 Broadway, 10th Flr
Cambridge, MA 02142 (cc Tomasz Janikula)

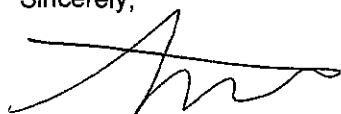
Dear Ms. Stevenson and Mr. Broderick:

I am writing to express my enthusiastic support for the Massachusetts Avenue Corridor project (Mass Ave project) planned for East Arlington. My husband and I bought our house in Arlington in 2003. We live on the west side of town, but patronize many East Arlington businesses and have good friends living there, too. Besides being a 10-year resident of Arlington, I have been a Town Meeting member, representing Precinct 21, since 2007. I was, in addition, a founding member of a working group to improve traffic safety in our own neighborhood after years of speeding issues culminated in a fatal automobile accident in 2007. This led me into my past service on Arlington's Transportation Advisory Committee (TAC) where my work included involvement in a "Safe Routes to School" committee for our neighborhood elementary school.

Though I love visiting this East Arlington neighborhood, the wide roadway is very unsafe for pedestrians. I often feel uncomfortable crossing Mass Ave there, certainly in comparison to our own business district in Arlington Heights, where Mass Ave is much narrower. So, I would very much welcome the proposed changes, to make the sidewalks and street-crossings more pedestrian-friendly, the roadway safer for bicycles, and the sidewalks more inviting, including enabling street furniture for outdoor dining. Based on the modeling data I saw summarized at the February 26 hearing, the project will likely not result in substantial traffic delays. Still, I hope that, while favoring visitors who intend to stop, linger, and enjoy the local businesses, the rebuild will also discourage speedy "pass-through" commuter traffic. To me, such an outcome would be a net win for our residents and visitors to our community.

While it's already been my impression that most Arlington residents welcome the Mass Ave project, especially once they learn more about its details, I was still impressed by the volume of support, relative to opposition, at the hearing. I was impressed, too, by the variety and quality of the comments, including the words from our State Senator Ken Donnelly and Selectman Kevin Greeley, speaking on behalf of the entire Board of Selectman. With regard to the latter, I believe that Arlington voters have elected our current Selectmen, over other recent candidates, in part because of their support for progressive changes like the Mass Ave project. For many of us, the current Board of Selectmen and the majority of Town Meeting share our vision for an Arlington of the future, including one that favors cooperative enjoyment of Mass Ave -- our "Main St" -- by a variety of users. The contrasting vision, to promote fastest and most efficient vehicular traffic at the expense of pedestrians and cyclists, is not only unsafe, but is also outdated and would, essentially, preserve the less attractive, unpleasant status quo.

Sincerely,



Susan R. Doctrow
99 Westminster Avenue
781-643-0595; srdoctrow@gmail.com

Adam Auster
10 Cottage Ave.
Arlington, MA 02474
auster.home@gmail.com

March 11, 2013

Thomas F. Broderick, P.E.
Chief Engineer
Attention: Project Management Section,
Project File No. 604687
Mass DOT
10 Park Plaza,
Boston, MA 02116

RECEIVED

MAR 13 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick:

I attended the hearing for this project held February 26 in Arlington.

In response to a question posed during the comment period, Marie Rose of MassDOT's District 4 office said that the outcome of a local ballot advisory question related to the project would not be relevant to the Department's pending design decision.

I support that response, which reflects MassDOT's responsibility under state law. It is also corroborated by the Department's public statements at its hearings about the nature of its review process. E.g.:

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

Given the history of this project, however, I would like to enter into the record further information about why this nonbinding referendum in particular would be a poor gauge of public support for the project.

1. The referendum is worded so broadly and ambiguously that it would reasonably be expected to attract votes from people who support the project.
2. In any case, the Department should approve projects that are technically sound, that were developed with an appropriate public-participation phase, and that enjoy substantial community support, whatever a snapshot referendum may imply. Anything further would be the wrong standard and inconsistent with the Department's mandate under state law.

Unlike statewide referendums, local advisory questions are not subject to legal review and do not appear with any explanation or pro and con arguments printed on the ballot. Consequently misleading or partial ballot questions are allowed. The remedy is that advisory questions are nonbinding and local officials are free to consider the context of such votes as well as the results, even to the point of ignoring the results.

That is what should happen in this case. The question that will be on the ballot

Shall the Town have four vehicular travel lanes on Massachusetts Avenue in East Arlington as now practiced?

both oversimplifies and does not allow Arlington voters to express an opinion on the issues that are central to the design.

Indeed the question is self-contradictory, in that the current "practice" is not a four-lane design, but rather comprises two amorphous wide super lanes that sometimes allows two motor vehicles to ride two abreast and sometimes does not.

The peculiar and partial wording of this ballot question is calculated on the part of plan opponents, who wish to frame the entire issue in terms they feel will be favorable and then misrepresent the result as widespread opposition to the plan.

At the February 26 hearing, opponents advanced the theory that four lanes would be feasible and safe, despite evidence to the contrary. They even instructed MassDOT that MassDOT's design guidelines would permit a 4-lane design without widening the street or eliminating parking, MassDOT's repeated explanations to the contrary.

Anyone is free to do this sort of thing if they like, but policy makers and implementers must be prepared to discount crafty and biased arguments, whether at a hearing or in the language of a ballot question.

The criteria of public participation and public support are important ones that have been satisfied in this case. Arlington will never agree perfectly on everything, but on this issue a consensus to move forward has emerged, in large part due to the Town's efforts to involve the public in the design process.

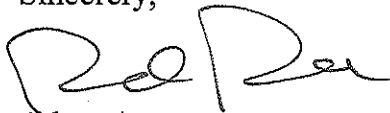
The proposed referendum does not challenge that consensus, in that even supporters of the project might still prefer four lanes, in an ideal world in which four lanes would be safe and would satisfy state and federal guidelines.

Meanwhile voters have spoken, by (1) electing selectmen and Town Meeting members who have consistently supported this project and (2) specifically rejecting rival candidates who oppose it.

A project plan that has passed technical review, been developed through a process that involves the public, and enjoys substantial public support, deserves swift approval.

The record of this hearing, the 2011 25%-design hearing, and the project itself provides ample evidence that these criteria have been met. The project should proceed without further delay.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Auster', written in a cursive style.

Adam Auster

REC'D 13 4 8 23

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

ARLINGTON, MA

RECONSTRUCTION OF MASSACHUSETTS AVENUE,
FROM POND LANE TO CAMBRIDGE CITY LINE
Project File No. 604687

RECEIVED

MAR 1 2 2013

MassDOT
PROJECT MANAGEMENT

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing. Please type or print legibly.

I am against the Town of Arlington's Corridor Project design.

I am not in favor of putting two 5-foot wide bike lanes on this major roadway.

I am not in favor of compromising efficiency for drivers and public transportation so that 2% of the users have separate bike lanes.

I am not satisfied that emergency response time will be sacrificed for the 2% of bicyclists.

I am in favor of bicyclists sharing the road or using the Minuteman Bikeway 2 blocks from Mass. Avenue.

I am very much in favor of getting the State and Federal money to fix this one mile of Mass. Avenue while retaining 4 traffic lanes.

I am very much in favor of making the road safer for all users, especially pedestrians. The common sense plan of the EACCC provides correct improvements while maintaining a safe and efficient road for all users with new street lights, new traffic lights, pedestrian-activated crosswalk lights, new linage on the road, new curbs and sidewalks as needed.

Name Janica Janakieva Title _____
Organization ARLINGTON RESIDENT
Address 11 Palmer Street
ARLINGTON, MA 02474-23

Keep 4 lanes on Mass. Ave. Arl.

From: **cynthia tollen** (ctollen@hotmail.com)

Sent: Tue 3/12/13 3:28 PM

To: cynthia tollen (ctollen@hotmail.com)

RECEIVED

MAR 13 2013

Mr. Thomas Broderick Mass. DOT

March 10, 20

MassDOT
PROJECT MANAGEMENT

10 Park Plaza

Boston, Ma. 02116-3973

Re: Project 604687 Mass. Ave. E. Arlington

Dear Mr. Broderick,

I am opposed vigorously to the current plan for many reasons. I will address only a few here.
KEEP 4 LANES ON MASS. AVE. AS CURRENTLY USED. A reduction to three lanes would be a disaster for my neighborhood and all the traffic coming through the Rt. 16 and Mass. Ave. intersection.

Currently, the 2 mile stretch from Huron Ave. and Rt. 16 in Cambridge to the intersection of Rt. 16 and Mass Ave at the Arlington- Cambridge line takes a minimum of 35 minutes and often more to travel during peak hours. I've timed this many times. Losing one lane westbound will only compound the bottlenecks at that site now.

No studies were done on the impact to side streets, the streets feeding into Mass. Ave. Mass Ave. is not an island, what happens there impacts the side streets. I live on Fairmont St., the third street in from the Cambridge line. I personally have had TWO MIRRORS knocked off of my car by cars speeding down Fairmont to avoid the light at Thorndike. It cost me \$400 to replace these lights. Will DOT pay for any more bills from cut through traffic that increases with this plan?

The projected 26 seconds of idling time is significant. The light at that intersection changes every 1.5 minutes. If taken only from 6am to 9pm, 15 hours during a day, the idling time adds 17.33 minutes per hour, or 4.33 hours per day. 365 days x 4.33 hours per day =
65 EXTRA HOURS OF IDLING TIME SPEWING POLLUTION INTO MY NEIGHBORHOOD AND MY LUNGS. We already have high cancer rates in East Arlington. What about all the increase in pollution and global warming? Aren't you supposed to reduce that, not make it worse?

Very truly yours,

Cynthia Tollen 50 Fairmont St. Arlington, Ma. 02474



3/10/13

MR. THOMAS BRODERICK
DOT 10 PARK PLAZA
BOSTON MA 02116-3373

RS: PROJECT #604687
24 MAR 13 11:11 AM E105

DEAR MR. BRODERICK,

I AM STRONGLY OPPOSED TO THE PLAN TO NARROW MASS. AVE IN ARLINGTON. I AM A BIKER AND FEEL IT IS UNSAFE FOR MANY REASONS, THERE IS PLENTY OF ROOM FOR BIKERS NOW - I RIDE MY BIKE ON MASS. AVE OFTEN. ADDING MARKED BIKE LANES WOULD BE SUFFICIENT FOR BIKE SAFETY.

REDUCING THE TRAVEL LANES WILL CAUSE HUGE TRAFFIC JAMS AND GRIDLOCK EVERY RUSH HOUR.

SINCERELY,
ALEX PRENGEL
50 FAIRMONT ST.
ARLINGTON 02474

2013 MAR 15 10:12

RECEIVED
MAR 10 2013
MASSDOT
PROJECT MANAGEMENT

RECEIVED

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: ANNEKE KRIENEN Address: 17 TEEL STREET Apt. 1
ARLINGTON
MA 02474

Signature:

Date:

3/3/2013

Anneke Krienen

Additional comments:

RECEIVED

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Camille Whitener Address: 130 Mass. Ave. #1
Arlington, MA 02474

Signature: 

Date: 3.12.13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: LOUISA PEPPER Address: 76 MAGNOLIA ST.
ARLINGTON, MA

Signature:  Date: 3/11/13

Additional comments:

I wish this could be modeled on the system in
Copenhagen Denmark because it works well for
everyone and everyone is very happy and proud
of it.

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Aaron Weber
Name: *Aaron Weber* Address: *12 Thorncliffe Street*
Arlington MA 02474

Signature: *Aaron Weber* Date: *3/3/13*

Additional comments:

RECEIVED

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: LISA M. BRUSH Address: 23 Amsden St -
Arlington, MA 02474

Signature: Lisa M Brush Date: 3/5/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Ellen Torres Address: 72 magnolia St
Arlington MA
02474

Signature: ET Date: 3/5/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: MARCELO TORRES Address: 72 MAGNOLIA STREET
ARLINGTON, MA 02474

Signature:

Marcelo Torres

Date:

3/5/2013

Additional comments:

I am for modernization of Mass Ave in East Arlington!

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: BENO CHAPMAN Address: 28 Alfred Rd.
Arlington MA.
02474

Signature: [Signature] Date: 3.6.13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Paul Lowe Address: 22 Haylow St
Arlington MA
02474

Signature: Paul Lowe Date: 5 mar 13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Nancy Lowe Address: 22 Harlow Street
Arlington, MA
02474

Signature: Nancy Lowe Date: 3/5/13

Additional comments:

I strongly support this project & think it
will improve East Arlington.

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Winston Chen Address: 5 Thorndike St #2
Arlington MA 02474

Signature: [Handwritten Signature] Date: 3/4/2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Kristin Botnen Address: 5 Thorndike St #2
Arlington, MA 02474

Signature: W Ba Date: 3/4 - 2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Suma Greenwald Address: 14 Thorndike St
Arlington MA
02474

Signature:

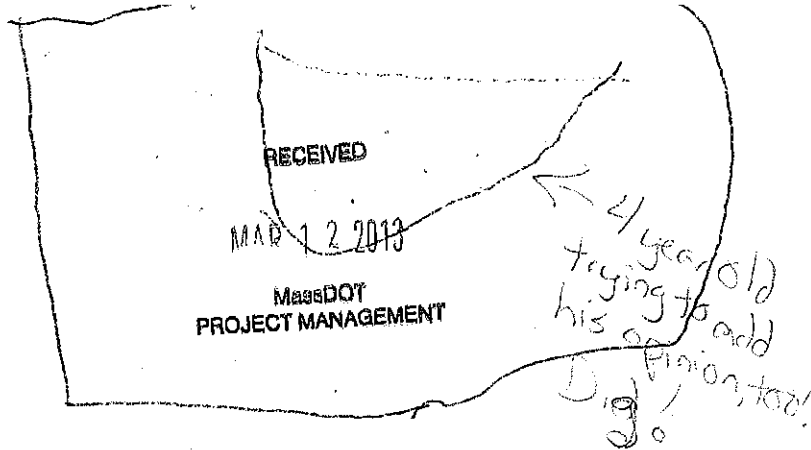


Date:

3/4/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management



Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible. !

Thank you,

Name: Liane Weber Address: 12 Thorndike St
Arlington MA 02474

Signature: Liane Weber Date: 3/3/13

Additional comments:

We like the bike lanes and the pedestrian
friendly design! Thank you for all your hard work!
my (four) year old son is very excited to see
the diggers come to our neighborhood! :)

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Megan Rising Address: 54 Melrose St
Arlington, MA 02474

Signature: Megan Rising Date: 3/5/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Wesley Boel Address: 68 Melrose St.
Arlington, MA 02474

Signature: [Signature] Date: 3-10-2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: John Girash Address: 15 Harvard St
Arlington MA

Signature: [Signature] Date: March 6, 2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Margaret Muirhead Address: 68 Milton St.
Arlington, MA
02474

Signature: Margaret Muirhead

Date: March 11, 2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Jennifer Beaurgard Address: 60 Windsor St.
Arlington MA 02474

Signature: Jef

Date: 3/11/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Geoffroy Birmingham Address: 14 Troubridge St
Arlington 02474

Signature: Geoffroy Birmingham Date: 3/11/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Rachel Jellinek Address: 14 Troubridge St
Arlington, MA 02474

Signature: Rachel Jellinek Date: 3/11/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Jonathan Carr Address: 37 Teel St
Arlington, MA 02474

Signature: [Signature] Date: 3/11/2013

Additional comments:

RECEIVED

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Thea Paneth Address: 10 Cottage Ave

Signature: Thea Paneth Date: 3/11/13

Additional comments:

I have seen accidents in crosswalks
because drivers can't see pedestrians
This road is unsafe and needs to be
improved!

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

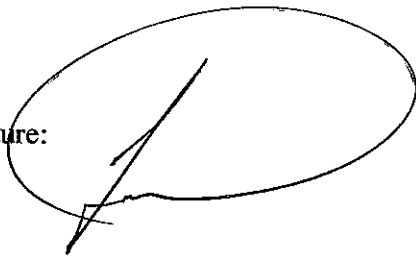
I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: LILIAN BOBEA Address: 12 Henderson st
ARLINGTON MA 02474

Signature:



Date:

3/4/2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

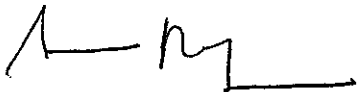
Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: PAULO RUGIERA Address: 13 Marathon St
Arlington MA

Signature:

Date:



Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Lauren Heltzer Address: 13 Marathon St
Arlington MA

Signature:

Date:



Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAD 1 2 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Amanda K Leef Address: 16 Thorndike St
Arlington MA 02474

Signature: Amanda K Leef Date: 3/10/13

Additional comments:

I enjoy biking + walking along Mass Ave I look forward
to an easier time biking and safer ability to
cross.

AK

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: JAMIE LEAF Address: 16 THORNDALE ST.
EAST ARLINGTON
02474

Signature:



Date:

3/10/2013

Additional comments:

I LOOK FORWARD TO THE IMPROVEMENTS
TO PEDESTRIAN & BICYCLE ACCESS TO MY NEIGHBORHOOD
- [Signature]

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: RYAN FERARA Address: 94 VARNUM ST
ARLINGTON MA 02474

Signature: Ryan Ferara Date: 3/11/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Stacie Smith Address: 9 Henderson St
Arlington MA
02474

Signature: [Signature] Date: 3/11/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Lijun Cui Address: 17 Melrose Street
Arlington, MA 02474

Signature: Lijun Cui

Date: 3/11/2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Steven Skinkle Address: 15 Lafayette
Arlington MA
02474

Signature: SLSL Date: 3-11-13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Rebecca Girash Address: 15 Harlow St #2
02474

Signature: Rhea Khlyph Date: 3/5/2013

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Laura DBagnall Address: 66 Melrose St
Arlington MA 02474

Signature:

Laura Bagnall

Date:

3/9/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED
MAR 12 2013
MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Erica Lebow Address: 54 Melrose St.
Arlington, MA 02474

Signature: Erica Lebow

Date: 3/6/13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Sarah Chapman Address: 28 Alfred Rd
Arlington MA
02474

Signature: Sarah Chapman Date: 3/6/13

Additional comments:

I would like to feel comfortable that I won't
get hit by a car when I cross Mass Ave with my two young
Sons.

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: LAURA HERBERT Address: 9 THORNDIKE ST. UNIT 1
ARLINGTON, MA, 02474

Signature:

Date: 3.6.13

Laura Herbert

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

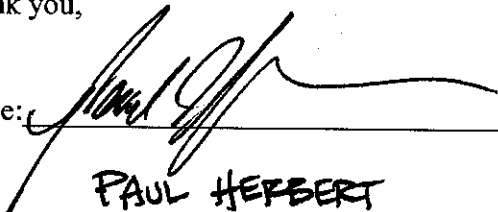
The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name:



PAUL HERBERT

Address:

5 THORNDIKE ST. UNIT 1
ARLINGTON, MA 02474

Signature:

Date: 3.6.13

Additional comments:

Thomas F. Broderick, P.E., Chief Engineer
MassDOT - Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Project Management

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Dear Mr. Broderick,

I am a resident of Arlington, MA. Unfortunately I was unable to attend the last public hearing held at Town Hall on the 26 of February, 2013..

I am writing to you to express my support for the current design for the reconstruction of Mass Ave between Pond Lane and Alewife Brook Parkway (Project File No 604687).

The road condition is deteriorating rapidly and I urge MassDOT to approve the current design so that the project can get under way.

I believe that the road as currently used creates multiple hazards for all the users, I am in favor of the three lane design, and I believe it is a good compromise between promoting safety on the one hand and traffic throughput on the other.

Again, please expedite this project, we need this done, and we need it done as soon as possible.

Thank you,

Name: Jeff Wrolson Address: 68 Melrose St
Arlington, MA 02474

Signature: Jeff Wrolson

Additional comments:

I have been a driver, pedestrian, biker, & bus
 rider on Mass Ave & feel that it has
been dangerous in all these modes of
transportation. Crossing the street as a pedestrian
is particularly complicated.

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Mr. Adam Chapdelaine
Town Manager
Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Ms. Carol Kowalski
Director of Planning
Town Of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Dear Mr. Chapdelaine and Ms. Kowalski,

We are a business operating at a location on Mass Ave in East Arlington, as such we are aware of the deteriorating condition of the road and it's negative effect on our business. We are firmly in support of the Town's re-design of this section as it currently stands. We understand that the new design improves safety for pedestrians and bicyclists, keeps on-street parking easily accessible, and makes the area a lot more attractive for customers. We hope this will have a positive impact on our business.

That said, we are also very concerned about the construction phase of the project and how it will affect the accessibility to our business, and we urge the Town to do all that is possible to minimize that impact.

Sincerely,

Name: *Tom Furner*

Date: *2/28/13*

Signature: *Tom Furner*

Business Name:

Cambridge Typewriter Co

Address

*102 Massachusetts Ave
Arlington, MA - 02474*

Mr. Adam Chapdelaine
Town Manager
Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Ms. Carol Kowalski
Director of Planning
Town Of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Dear Mr. Chapdelaine and Ms. Kowalski,

We are a business operating at a location on Mass Ave in East Arlington, as such we are aware of the deteriorating condition of the road and it's negative effect on our business. We are firmly in support of the Town's re-design of this section as it currently stands. We understand that the new design improves safety for pedestrians and bicyclists, keeps on-street parking easily accessible, and makes the area a lot more attractive for customers. We hope this will have a positive impact on our business.

That said, we are also very concerned about the construction phase of the project and how it will affect the accessibility to our business, and we urge the Town to do all that is possible to minimize that impact.

Sincerely,

Name:

John Winslow

Date:

2/28/13

Signature:

J Winslow

2/28/13

Business Name:

Winslow Architects Inc
89 Mass Ave
Arlington

Address

02475

Mr. Adam Chapdelaine
Town Manager
Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Ms. Carol Kowalski
Director of Planning
Town Of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Dear Mr . Chapdelaine and Ms. Kowalski,

We are a business operating at a location on Mass Ave in East Arlington, as such we are aware of the deteriorating condition of the road and it's negative effect on our business. We are firmly in support of the Town's re-design of this section as it currently stands. We understand that the new design improves safety for pedestrians and bicyclists, keeps on-street parking easily accessible, and makes the area a lot more attractive for customers. We hope this will have a positive impact on our business.

That said, we are also very concerned about the construction phase of the project and how it will affect the accessibility to our business, and we urge the Town to do all that is possible to minimize that impact.

Sincerely,

Name: *CHARLES SCACCA*

Date: *2 . 28 . 13*

Signature:



Business Name: *Vital Signs*

Address *106 Mass Ave.*

RECEIVED

MAR 12 2013

MassDOT
PROJECT MANAGEMENT

Mr. Adam Chapdelaine
Town Manager
Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Ms. Carol Kowalski
Director of Planning
Town Of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Dear Mr. Chapdelaine and Ms. Kowalski,

We are a business operating at a location on Mass Ave in East Arlington, as such we are aware of the deteriorating condition of the road and it's negative effect on our business. We are firmly in support of the Town's re-design of this section as it currently stands. We understand that the new design improves safety for pedestrians and bicyclists, keeps on-street parking easily accessible, and makes the area a lot more attractive for customers. We hope this will have a positive impact on our business.

That said, we are also very concerned about the construction phase of the project and how it will affect the accessibility to our business, and we urge the Town to do all that is possible to minimize that impact.

Sincerely,

Name: *Teresa Fiore*

Date: *3-12-13*

Signature:



Business Name:

*Something Sweet
Without Wheels*

Address *169 Mass. Ave*
Arlington, MA
02474